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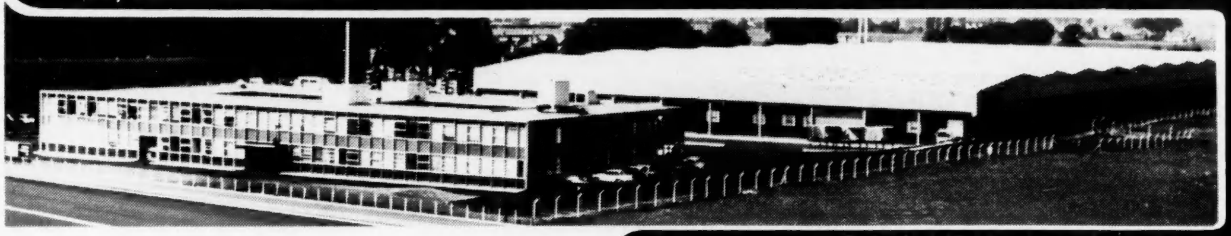

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Trade and Industry

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Front cover photograph

A preliminary study by J. A. Mawdsley, Birmingham's city architect, of how the site of the proposed 360-acre National Exhibition Centre, adjacent to Birmingham airport, might be developed.

LATE ANNOUNCEMENTS

Mr Anthony Grant attends NATO meeting of Oil Spillage

MR. ANTHONY GRANT, Parliamentary Under-Secretary of State for Trade at the Department of Trade and Industry attended the opening of the NATO Colloquy on Oil Spillage in Brussels on Monday (November 2). This meeting was convened under the auspices of the NATO Committee on the Challenge of Modern Society (CCMS). It ends on November 6.

Oil in Navigable Waters Bill

MR. ANTHONY GRANT, moved the Second Reading of the Oil in Navigable Waters Bill in Parliament on October 30 (*Hansard* Cols 572 to 616).

Index to Statistics published regularly in TRADE and INDUSTRY incorporating the Board of Trade Journal

A = annually; M = monthly; Q = quarterly; 6-M = every six months.

All dates before October 21, 1970, refer to articles in the *Board of Trade Journal*

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Air Transport:	
Aircraft noise at Heathrow and Gatwick airports (Q)	8 July 1970
Air miss reports (A)	1 April 1970
Mileage and traffic (A)	29 April 1970
Trade by air (6-M)	30 Sept. 1970
Balance of payments:	
Civil aviation (Q)	28 Oct. 1970
Trends in invisible transactions (Q)	23 Sept. 1970
UK balance of payments (Q)	9 Sept. 1970
Bankruptcy orders (Q)	28 Oct. 1970
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Industry's capital expenditure (Q)	14 Oct. 1970
Industry's investment intentions (3 times a year)	14 Oct. 1970
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International trade credit (A)	15 April 1970
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British Film Fund Agency returns (M)	14 Oct. 1970
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Analysis of production (A)	11 Feb. 1970
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DTI addresses	19 Aug. 1970
DTI Regional Directors (Export)	7 Oct. 1970
British Commercial representatives overseas	7 Oct. 1970
Customs notices of interest to exporters	5 Aug. 1970
Directory of the then BOT departments and their work	8 April 1970
ECGD local offices	19 Aug. 1970
Half-yearly index—Jan.-June 1970	19 Aug. 1970
Official receivers offices	20 May 1970
Programme of trade promotions	This week

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REPRINTS

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The views expressed in contributions emanating from other than official sources are not necessarily those of Her Majesty's Government.

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Orders for reprints should be addressed to the Director of Publications (P.I.), Her Majesty's Stationery Office, Atlantic House, Holborn Viaduct, London, E.C.1.

EXPORT PUBLICITY FOR INDUSTRY

Publicity for British exporters can often be obtained through use of the facilities of the Central Office of Information, who are concerned with collecting from industry items suitable for dissemination overseas by way of Government information services. The COI are interested in news items, feature article material, photographs, tape recordings for radio, films for television and other screening. Contact should be made with the nearest Regional Office covering your area.

NORTHERN: Mr. A. A. McLoughlin, Wellbar House, Gallowgate, Newcastle-upon-Tyne, NE1 4TB (0632 27575 - Telex 53277).

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New policies for public spending

IN A STATEMENT to the House of Commons on October 27, Mr. Anthony Barber, Chancellor of the Exchequer announced reductions in public expenditure and cuts in personal and corporate taxation. The following extracts from the Chancellor's speech summarize the main effects of the new policies on trade and industry:

'Her Majesty's Government have begun a fundamental reform of the role of Government and public authorities. Our object is to concentrate their activities and their expenditure on those tasks that they alone can perform; and to enable the individual citizen to keep more of the money he earns, have greater incentive to increase his earnings, and to have greater freedom in how he spends or saves his income.

'The public services, thus redefined, will still have a vital role in the life of the nation. Yet they must be subject to firm control to secure economy and efficiency . . .

Trade, industry and employment

'Our object is to lessen Government interference and reduce Government subsidies; to extend the opportunities for profitable enterprise; to widen the area within which industry rather than Government will ake decisions . . .

'Public expenditure on trade, industry and employment – excluding investment grants and excluding the nationalized industries – is at present costing some £650 million a year. Much of this should be provided by industry itself, and not by the taxpayer.

'We will wind up the Industrial Reorganization Corporation. After meeting existing commitments, a sum estimated at £20-30 million, which otherwise would have been drawn in 1971-72, will remain undrawn. Of even greater consequence, this decision will mean that we shall avoid a liability to find up to an estimated £40 million extra a year which would otherwise have been incurred in the years ahead.

'The regional employment premium costs about £100 million a year. We do not regard it as a sufficient stimulus to regional development to justify its cost. We will continue the arrangements made by the previous administration to maintain these payments up to September 1974, but they will be discontinued from that time.

'Further economies will be made in expenditure on support for industry. These economies will rise to some £70 million in 1974-75. This will affect a wide range of activities, existing or planned. Throughout this field we will apply strict criteria as to what are proper functions and activities for government to carry out or finance, and what should be eliminated, reduced or undertaken by industry itself.

'The scheme of grants and loans to hotels will be brought to an end when it reaches the time limit under existing legislation. Commitments under the existing scheme will be honoured, and will be in excess of the previous forecast. There will be a new limited scheme of assistance to tourism projects in the development areas. There will also be additional expenditure on other selected activities, including new industrial training projects. The grant to the British Productivity Council will be phased out, and that to the Consumer Council will be discontinued.

Research Councils

'Public expenditure on the Research Councils is now running at £110 million a year and is rising at the rate of 5-6 per cent a year in real terms. This programme will be cut by £2 million in 1971-72 rising to £5 million in 1974-75. This field of expenditure is now being critically reviewed to establish whether activities are being carried on which might more appropriately be financed by industry, and whether there is duplication of effort.

Agriculture

'Next I come to agricultural support. We intend to introduce a system of import levies so as to improve the method of agricultural support and reduce the cost to the taxpayer. This involves international negotiations. We hope that the result of these negotiations will have a beneficial effect on the agricultural support bill as early as 1971-72, but it is too soon to be precise about the amount of the savings for that year. They could be substantial. In the longer run we expect to make a major saving on the deficiency payments of the order of £150 million by 1974-75. In addition to this the Exchequer will also benefit from the proceeds of the levies themselves.

Nationalized industries

'Existing plans for the capital expenditure of the nationalized industries would require about £1,600 million next year, rising to some £1,900 million by 1974-75. These estimates now appear too high by £25 million and £50 million respectively after considering latest estimates of shortfall. We shall save £30 million in 1971-72 and £10 million in 1974-75 by not proceeding with nationalization of the ports. Furthermore the programmes of the nationalized industries have been examined afresh and the consequent savings will result in an additional reduction of the total programmes by £42 million in 1971-72 rising to £73 million in 1974-75.'

Mr. Barber also spoke of new policies which included investment incentives and the development areas. These are set out more fully in the White Paper *Investment Incentives* (Cmnd. 4516), a summary of which is given below:

Investment incentives

The Chancellor of the Exchequer announced in the House of Commons on October 27, that the rate of Corporation Tax would be reduced from 45 per cent to 42½ per cent to take effect for the financial year 1969 (i.e. tax generally payable from January 1, 1971). Legislation would be introduced without delay to give effect to this proposal.

The Chancellor also announced a number of measures designed to recast the system of investment incentives to industry, and to increase the assistance made available under the Local Employment Acts to industry in the development areas.

The Government's policy is not to pay investment grants under the Industrial Development Act 1966 in respect of expenditure incurred on or after October 27, 1970 unless the applicant satisfies the Secretary of State for Trade and Industry that it consists of a sum payable to another person under a contract made with him on or before October 26, 1970. An announcement about the date by which applicants should notify the Department of Trade and Industry of the existence of such contracts, appears on page 115 and a further announcement will be made about the evidence which will be required. In other respects the Government will, as far as possible, in the remaining life of the scheme avoid making changes in the policy and practice under which grants are at present being made.

In place of investment grants the Government have decided to introduce legislation providing for a new system of depreciation allowances for capital expenditure on all machinery and plant. Such expenditure which is incurred after October 26, 1970, and does not attract investment grants under the arrangements described in the preceding paragraph, will qualify for a new first year allowance. This will enable 60 per cent of the expenditure to be written-off for tax purposes in the year in which the expenditure is incurred. Thereafter expenditure will qualify for a standard rate of writing-down allowance which will enable 25 per cent of the reducing balance to be written-off successively in later years. The new system will apply to expenditure incurred on new machinery and plant and (in arm's length transactions) on secondhand machinery and plant. Certain motor cars are, however, excluded.

(*Continued on next page*)

PUBLIC SPENDING, *continued*

The rates of writing-down allowances for capital expenditure on machinery and plant incurred before November 1962 are also being simplified.

In the development areas capital expenditure on new immobile machinery and plant for use for industrial purposes and mining works which is incurred on or after October 27, will qualify for free depreciation rather than for the tax allowances described above. This means that an allowance equal to the whole of such expenditure may be set against taxable profits for the period in which the expenditure was incurred.

Ships will continue to qualify for free depreciation on the whole of the relevant capital expenditure.

Development areas

The Government has put in hand a through-going study of regional development policy. In the meantime however increased assistance is being made available in the development areas under the Local Employment Acts.

(a) the rates of building grant in development areas will be increased by 10 percentage points to 35 per cent and 45 per cent;

(b) there will be an increase in the administrative limits which regulate the amount of assistance which can be made available in relation to the additional employment expected to be provided;

(c) more flexible use will be made of powers to provide loans under section 4 of the 1960 Act;

(d) wider use will be made of the existing powers under the Local Employment Acts for grants towards the cost of providing basic infrastructure services and of clearing derelict land.

These measures of assistance will go ahead without delay. The text of an announcement by the Minister for Industry on how the changes in assistance to industry under the Local Employment Acts are to be implemented is reproduced below.

In addition the Government have decided that the present temporarily increased rate of initial allowance of 40 per cent for new industrial buildings and structures in development and intermediate areas will not terminate on April 5, 1972, as originally intended, but will continue indefinitely. The development areas will also benefit from the intensification of industrial training programmes and limited schemes of assistance to tourism in these areas will be worked out following the termination of the general hotel development incentive scheme.

Details of all these measures, including the application of the new system of capital allowances for machinery and plant, are set out in the White Paper 'Investment Incentives' (Cmnd. 4516) published by HMSO, price 2s. (10p).

Increased assistance to industry under the Local Employment Acts

ANSWERING A QUESTION in Parliament on October 28, Sir John Eden, Minister for Industry said:

'The White Paper on Investment Incentives (Cmnd. 4516) published yesterday announced a number of steps which the Government intend to take to provide further assistance under the Local Employment Acts, including their intention to seek powers to increase the rates of building grant in the development areas. It is proposed in these areas to raise the normal rate from 25 per cent to 35 per cent of the eligible expenditure and the higher rate (which is available in special circumstances) from 35 per cent to 45 per cent. There will be no change in the rates in the Intermediate Areas.

'The increased building grants and other additional assistance will not be available for projects which were started before yesterday. Subject to this, effect will be given, where appropriate, in offers made from now on to the intention to use more extensively the power to make loans and to the increase in the administrative limits on the assistance made available in relation to the jobs to be provided.

'The increase in the rates of building grant will require legislation. No offers or payments of grant at the new rates can be made until this legislation is in force. It is however intended, subject to the terms of the legislation, that development area projects for which a building grant is offered from now on or has already been offered should be able to benefit from the new rates, provided that none of the work which is eligible for grant was started before yesterday or, in the case of the purchase of a new building, other than one constructed for occupation by the applicant or an associated company, the contract to purchase was not made before yesterday. For this purpose the start of work means the start of any work on the site, if the cost of that work would fall to be treated as part of the expenditure eligible for building grant.

'There will be a change in the basis of calculation of operational grants in the special development areas, following the withdrawal of investment grants, which enter into the present calculation. Operational grants offered in future will be calculated on the basis of 20 per cent of the eligible wage and salary costs of the project during the first three years of operation, subject to a limit in cases where the employment to be provided does not justify a grant of the full amount.

Note:

The main purpose of the Local Employment Acts 1960-70 is to encourage the growth and proper distribution of industry in Great Britain. Direct assistance to industry is available in two classes of area designated under the Acts:

1

a. The development areas – five broad areas covering most of Scotland and Wales, all the Northern Region, Merseyside and the Furness Peninsula and most of Cornwall and North Devon. Additionally, it was announced in November 1967 that, as a short term measure, extra assistance would be available in certain special development areas – places within the Scottish, Welsh and Northern development areas which were threatened with high and persistent unemployment as a result of colliery closures.

b. The intermediate areas – comprising parts of North East Lancashire, North Humberside, the Yorkshire coalfield, parts of the Notts/Derby coalfield and Plymouth; in Scotland, the Leith Employment Exchange Area; and parts of South East Wales. The intermediate areas are those whose economic problems are not so acute as to require the use of all the powers to provide assistance to industry which are available in relation to the development areas.

2. The main forms of Local Employment Act assistance are:

a. Department of Trade and Industry factories for rent or sale. New undertakings being set up for the first time in the development areas may qualify for rent free periods in these factories.

b. Building grants. The present rates of grant are 25 per cent (the standard rate); and in certain circumstances 35 per cent.

c. Loans for general purposes on favourable terms. The amounts, terms and conditions of these loans are determined by the Department's independent Advisory Committee.

d. Removal grants, on the recommendation of the Advisory Committee, towards certain expenses incurred in transferring an undertaking to a development area.

New projects moving into the special development areas may qualify for extra assistance, including operational grants towards initial expenses incurred in the early years of operation. Hitherto these grants have been calculated at a rate of 10 per cent a year of cumulative net expenditure incurred on new buildings eligible for building grant and on new plant and machinery eligible for investment grant.

In the intermediate areas, Department of Trade and Industry factories and building grants are available on the same basis as in the development areas. (The rates of building grant in the intermediate areas will remain at 25 per cent and 35 per cent.)

Under Section 15(7) of the Industrial Development Act 1966, the Secretary of State for Trade and Industry is required, in exercising his powers to give assistance to industry under the Local Employment Acts, to have regard to the relation between the expenditure involved and the employment to be provided. Administrative limits have accordingly been set on the amounts of assistance by way of grant or loan which can be considered for a project in respect of each new job expected to arise.

Investment grants—transitional arrangements for registration of contracts

THE WHITE PAPER on Investment Incentives (Cmnd. 4516) published on October 27 announced the Government's decision to replace investment grants with tax allowances and reductions to help promote the conditions likely to stimulate higher investment.

The Appendix to the White Paper explains the new capital allowances system that, subject to legislation, will apply to capital expenditure incurred after October 26, 1970.

Paragraph 4 of the White Paper explains that the Government's policy will be not to pay investment grants in respect of expenditure incurred on or after October 27, 1970 unless the applicant satisfies the Secretary of State for Trade and Industry that it consists of a sum payable to another person under a contract made with him on or before October 26, 1970.

In respect of such expenditure, either investment grant may be paid (in which case capital allowances under the new system will be modified as described in paragraph 14 of the Appendix to the White Paper) or the new capital allowances may be claimed.

Answering a question in the House of Commons on October 30, 1970, the Minister for Industry in the Department of Trade and Industry said that firms intending to apply for investment grant in respect of expenditure insurred on or after October 27, 1970, under a contract made on or before October 26, 1970, should sent particulars of the contract to the Department of Trade and Industry not later that February 28, 1971 for registration. Copies of the appropriate registration form would be sent during November to all firms who have at any time applied for investment grant. Other firms would be able to obtain copies from any one of the Investment Grant Offices.

Documents relevant to the contract should not accompany the registration form. A later announcement will be made about the evidence relating to the contract which the Department will require.

Acceptance of a contract for registration does not necessarily mean that grant will be paid on the expenditure incurred under the contract.

Assistance to hotels

THE HOTEL Development Incentive Scheme was announced in March 1968 and implemented by Part II of the Development of Tourism Act, 1969. It provides for grants of 20 per cent (25 per cent in Development Areas) for eligible expenditure on new hotels and on certain bedroom extensions and improvements to existing hotels.

To qualify for grant, work must have been started on the site between April 1, 1968 and March 31, 1971, and must be completed by March 31, 1973.

The scheme is administered by the English, Scottish and Wales Tourist Boards. The Boards also have powers under the Act to give loans in addition to grants in certain cases. Loans may cover up to 30 per cent of eligible expenditure in the case of new hotels and up to 50 per cent in the case of extensions and improvements, subject to a maximum of £500,000.

The scheme was designed specifically as a short term measure of a once for all kind. Its purpose was to stimulate a rapid increase in hotel building to overcome the threatened shortage of hotel accommodation for overseas visitors and to provide better facilities to encourage Britons to take their holidays in this country. It was expected that, if the incentives were successful, some 20,000 new hotel bedrooms would be built over the period of the scheme, and that on this basis some £19 million might be paid out in grants and a further £7 million in loans.

It is now clear that these targets will be exceeded and by a large margin. The three tourist boards have already received applications for grants covering nearly 40,000 bedrooms. The cost of grants applied for to date is over £30 million. About 20 per cent of the new accommodation will be in Scotland and Wales.

The BTA have made proposals to the Government for an extension of the incentives scheme for one year. The effect of the decision not to extend the scheme is that hotel projects which are started after March 31, 1971 will not be eligible for HDI grants.

New Design Council will not be established

THE GOVERNMENT have decided not to proceed with the establishment of the proposed new Design Council in present circumstances.

The proposal was that a new Design Council should be established to take over the present activities of the Council of Industrial Design, to build on its organization and to give a new and special emphasis to the promotion of the improvement of engineering design. The establishment of such a body was specifically recommended in 1967 by a Working Party of the Council of Engineering Institutions under the chairmanship of Mr. H. G. Conway. In 1969 a firm of consultants was engaged by the Government to report on the establishment, structure and possible range of activities of a National Design Council; its report, which was not published, was presented earlier this year and has been under consideration since then. The cost to the Government of implementing the proposals for a Design Council would in five years' time have amounted to some £1 million per annum, as compared with the grant to the Council of Industrial Design which amounts to £530,000 in the current financial year.

The grant-in-aid to the Council of Industrial Design will not be stopped, subject to the general review of Government functions.

Grant to Consumer Council discontinued

AS ANNOUNCED by the Chancellor of the Exchequer in his statement to the House of Commons on October 27, the Government have decided that the grant to the Consumer Council should be discontinued. It follows that the Council will cease to exist.

The Council was created by the then President of the Board of Trade (Rt. Hon. F. J. Erroll) in 1963, following recommendations which had been made in the Final Report of the (Molony) Committee on Consumer Protection. (Cmnd. 1781). Since then, other consumer organizations have grown in number and in strength, and the consumer's interest has been more widely recognized and protected. The Consumer Council has played a useful part in this development. However, in the different situation which now exists, the Government have concluded that an adequate advancement and presentation of the consumer's interests no longer requires the maintenance of the Consumer Council at public expense.

Notes:

The Consumer Council is not a statutory body. It was established, and its members appointed, by minutes of successive Presidents of the Board of Trade. Formally, abolition involves no more than revocation of the Ministerial minutes of establishment and appointment.

The present Chairman of the Council is Lord Donaldson of Kingsbridge, who succeeded Lady Elliot of Harwood in 1968.

The grant which Parliament voted for 1970-71 was £240,000.

The timing of the Council's abolition, and of the rundown of its various activities, must necessarily depend to some extent on the nature of existing commitments. The aim is however to wind it up as soon as is reasonably possible.

The Council's terms of reference are as follows:

(i) Subject to the exceptions hereinafter mentioned, the functions of the Council are:
  (a) to inform itself about the consumer's problems and about matters affecting his interests;
  (b) to consider, after consultation where necessary with other affected interests, the action to be taken to deal with such problems, or to further or safeguard such interests and to promote that action;
  (c) to provide advice and guidance for the consumer, in particular through the Citizens' Advice Bureaux and other appropriate organizations and by its own publications;
  (d) to publish an annual report.

(ii) The following are excluded from the Council's functions, namely:
  (a) the preparation or publication of comparative test reports;
  (b) the taking up of complaints on behalf of individual consumers; and
  (c) law enforcement action.

(iii) In exercising its functions, the Council shall have regard to the views expressed thereon in the Final Report of the Committee on Consumer Protection.

The Government's decision to wind up IRC

THE STATEMENT below was made in Parliament on October 30 by Mr. John Davies, Secretary of State for Trade and Industry, following the announcement by the Chancellor of the Government's decision to wind up the Industrial Reorganization Corporation:

'I shall be introducing legislation in due course to implement the Government's decision. This will provide for the transfer to the Government of the IRC's assets and liabilities. These of course derive wholly from public money provided under existing legislation.

'The total investments and commitments of the IRC amount to

(*Continued on next page*)

Progress report on the Common Market negotiations

NEGOTIATIONS for Britain's entry into the European Communities are now getting into their stride. Following the June 30 Conference between the Communities and all the states applying for membership (the United Kingdom, Denmark, Norway and the Irish Republic) there have been several negotiating sessions between Britain and the Communities. The second Ministerial session of this type was held on October 27.

In June Mr. Anthony Barber, then leading the British team, said:

'. . . I want my colleagues in the Communities to know that the new Government in Britain are confident that with goodwill these negotiations now beginning can succeeed. Our task is, together, to work out terms which are fair. And if none of us loses sight of the compelling reasons for uniting and strengthening Europe – reasons which have grown stronger with the years – then fair terms will be found . . .

'. . . The list of questions which we wish to see covered in negotiations remains the same as those put forward by the previous British Government in July 1967. For Euratom and European Coal and Steel Community we seek only a very short transitional period. Adaptation to the obligations of the European Economic Community will clearly require more time than that. And it would be unrealistic not to face up to the fact, at the outset, that there are some very difficult problems to be solved. Our main problems, as you know, concern certain matters of agricultural policy; our contribution to Community budgetry expenditure; Commonwealth sugar exports; New Zealand's special problems; and certain other Commonwealth questions . . .

'. . . We hope the negotiations can be kept short and confined to essentials. I am told that the problems which you have been discussing for the last six months in preparation for these negotiations are very much the same as ours. So these are common problems for us and for you – how to enable an enlarged Community to function most effectively for the advantage of all. Our wish is to look together in the spirit of the Community for solutions which in the words of the Commission's Opinion of 1969 will ensure the cohesion and dynamism which will be indispensable in an enlarged Community . . .'

A more detailed report of Mr. Barber's speech was given in the *Board of Trade Journal* of July 8, pages 44-45.

REPORT TO PARLIAMENT

Mr. Geoffrey Rippon, Chancellor of the Duchy of Lancaster, gave his first report to the House of Commons on October 29. He said that, since taking up his present post, he had had personal contacts with many Commonwealth Governments which he believed to have been of great mutual benefit. He had also started a series of visits to all the Community capitals and had met several Community colleagues including the President of the European Commission.

Fact-finding phase completed

Mr. Rippon told the Commons that the fact-finding phase of the negotiations, instituted on a broad range of subjects by the Ministerial meeting of July 21, had been completed and four useful meetings at the Deputies' level had prepared the ground for the Ministerial meeting on October 27.

First agreements reached

Mr. Rippon went on to say: 'I am happy to report that as a result of this preliminary work it was possible to record on October 27 the first agreements of the negotiations.

'At previous meetings we expressed some concern whether the Communities' existing arrangements would be adequate, in the circumstances of the enlarged Community, to ensure stability in the markets for pigmeat and eggs and to allow adequate supplies of liquid milk. On October 27 the Community recorded its agreement with our understanding of the possibilities that will be open to us and which would ensure the provision of adequate supplies of liquid milk to meet consumer demand throughout the country and throughout the year; they accepted our views on the importance and characteristics of the bacon market in an enlarged Community and the need for keeping the situation under careful review during the transitional period and thereafter; and they recognize the desirability of stability for pigmeat and eggs. We concluded therefore that no further points need be raised on these items during the negotiations, except in the general context of transitional arrangements.

'We were also able to reach agreement on procedures for an annual review of the economic conditions and prospects of the agricultural industry in the enlarged Community. The Commission will draw up this review for the Council of Ministers on the basis of all the relevant information and after contacts with the agricultural organizations. These arrangements will ensure effective contacts with producers.

Association arrangements for British dependencies

'The Community confirmed that in principle they saw no objection to British dependencies being associated with the enlarged Communities under Part IV of the Treaty of Rome; and that Gibraltar would be covered by Article 227 (4) of the Treaty which covers European territories of member states. On the other hand they indicated that they did not regard the case of Hong Kong as comparable with other dependencies and that it posed special problems which would have to be examined in greater depth. In reply I stressed the importance of providing for Hong Kong's interests. The question of Hong Kong will therefore need further discussion with the Six.

Commercial policy

'Finally, in response to a suggestion from the Community side, I confirmed that as a member of the Community we would accept the Common Commercial Policy, subject to the development of that policy, and that we should be prepared to make every effort in the meantime to harmonize our policies. We agreed that a mutual exchange of information in this field would be of value to both sides.'

Positive start to the negotiations

In conclusion Mr. Rippon said: 'These then are the results achieved at the meeting on October 27. They indicate that the negotiations have got off to a serious and positive start. They represent an achievement reached by both sides working together towards a common objective. The political will to make the negotiations a success was evident. It was clear that all realized that a successful outcome is a major interest for Europe as a whole. This was shown not only by the agreements I have outlined but by the desire expressed by both the Community and ourselves to step up the pace. We have in fact agreed to tackle all the major issues before the end of this year and to continue to discuss them urgently in the coming months.'

(Discussion following Mr. Rippon's statement is given in Hansard *of October 29, cols. 441-454).*

GOVERNMENT TO WIND UP IRC, *continued*

over £100 million. From now on the Corporation will undertake no new commitments but existing commitments will be honoured, by the Corporation up to its dissolution, and thereafter by the Government, except where otherwise agreed between the parties concerned. On taking over the investments, it will be the Government's policy to recover the loans in accordance with the terms of the various agreements, and to realise the equity investments as opportunity offers and prudence and commonsense dictate, due regard being had to the industrial and other factors involved in each case.

'The Government's intentions do not imply criticism of the Board and executives of the IRC who have ably and with public spirit carried out the duties placed upon them by the legislation introduced by the previous Government and I should like to take this opportunity of paying tribute to Sir Joseph Lockwood and his colleagues.

'The IRC will continue in being until legislation to wind it up has been enacted. I have asked the present Board whether they would be prepared to continue in office for a further period to assist with the transitional arrangements and I am glad to be able to tell the House that they are willing to do so.

'Finally, and this is a related matter, the Government intend, as we made clear in our Election Manifesto, that the powers conferred by sections 1-7 of the Industrial Expansion Act, 1968, will no longer be exercised and appropriate legislation will be introduced. There will be appropriate provision for existing schemes under the Act, namely the Aluminium Smelters and Computers Mergers Schemes. Existing commitments under these schemes will be honoured, but no further schemes will be introduced.'

Industry and government to get on with their own proper functions in improving exports

—Mr. Michael Noble

SPEAKING AT THE DINNER of the British-Swedish Chamber of Commerce in London on October 29, Mr Michael Noble, Minister for Trade, said that this Government intended to get an improvement in the long-term growth rate of the British economy. Only in this way could we win the rising living standards people expect, and become a better partner for other countries.

'The fact that I am adopting a more selective approach to Government export promotion does not mean we are withdrawing from the job of helping to strengthen Britain's competitive power in world markets', said Mr. Noble; 'nor – equally important – are we less keen about fighting for fair trading rules between nations. On the contrary both are central to our whole economic strategy. What more selectivity does mean is that we shall be leaving industry as free as possible for the things it can do best – while Government gets on with its proper functions and, perhaps, performs them rather better.'

EEC negotiations

'As you know last Tuesday's Ministerial session of Britain's negotiations with the Community yielded good progress on several points. These included agreements for liaison with the Community over the development of our commercial policies during the pre-membership phase; for milk, pigmeat and eggs plus continuation of annual agricultural reviews in Britain; and – though the problem of Hong Kong remains to be solved – broad agreement on the eligibility of our Dependent Territories for Association under Part IV of the Rome Treaty.

'Britain, and indeed all parties to the negotiations, agree that this momentum must be maintained. It is, of course, impossible to lay down a programme, but there appears to be general assent that the negotiations should, if possible, be concluded by the end of next year.

'Sweden's bilateral discussions with the Community start on November 10. I am sure these will give further impetus towards European integration. The regime of free trade in industrial goods established in EFTA is an asset which we prize and regard as an achievement of great importance.

Anglo-Swedish trade

'All of us here tonight know the importance of Anglo-Soviet trade. Both your Chamber and the Government are working to accelerate our exchange of goods, services and ideas. Sweden is now Britain's fifth-largest export market and we are Sweden's biggest. Adding together visible trade in both directions the grand total last year was £634 million. I am glad to note that the value of trade between us is roughly in balance and even more pleased that there has been another overall increase so far in 1970.

'Britain and Sweden have much more in common than the trade flowing between us. We are both well up in the league of world exporters. Since in both cases exports represent approximately one-fifth of GNP we depend heavily on world market conditions and international rules of the game. Both of us have gained enormously from the truly remarkable post-war success of world trade – and the international attitudes and organizations which have helped it along.

Helping the developing countries

'So far, the world has been less successful in improving the distribution of trade among the nations than in increasing its total volume. Though the developing countries' exports have risen very substantially they are still insufficient for their needs. There have been many attempts to right this imbalance by international co-operation in UNCTAD and in GATT. Britain is playing a full part in the latest move – the decision to introduce a system of generalized preferences for developing countries. This should provide important new opportunities for their exports – and thereby help them to increase the export earnings which, together with domestic saving and foreign capital, are the basic ingredients of growth and development. I recognize that the developing countries are not getting all they would like: but I am proud that the scheme is coming to fruition during my term of office.'

New department will be more effective in dealing with industry

—Mr. Michael Noble

OPENING THE NEW buildings of Searle Products at Fareham on October 26, Mr. Michael Noble, Minister for Trade in the Department of Trade and Industry, said that the new Department would be more effective in dealing with industry.

'You were kind enough to invite the President of the Board of Trade and you have got instead the new Minister forTrade. Roughly the same chap, wearing about the same sized cap of approximately the same design.

'You may well ask him if the new Department of Trade and Industry is simply a change of title. I believe it is more than that. We have brought together again both sides of industry – the production side with its necessary research and development, and the trade with particular emphasis on exports. Apart from Ministers, the Civil Servants who deal with industry can again act with knowledge of the whole picture, and thereby be more effective. And I hope as helpful as they have always tried to be in encouraging the vitally needed exports by which we in Britain earn enough to buy our food.

'We think of exports from time to time. When we do, and when the trade figures are produced we talk in pounds, shillings and pence and perhaps even in tons of goods or numbers of machines sent overseas. This is current and an easy way to visualize what the problem is.

'But to those of us who are or were in this business it is so much more than that. As in so many things it is the people who count. The skill and productivity of the men on the shop floor who can produce the right quality at the right time to catch the delivery dates, the research and design staffs to combine good performance with the style of the modern trends. If these people do their task, how much easeir the very important task of the export marketing men becomes and this gives them then the extra time to expand to new markets and widen their range of products.'

Mr. Michael Noble to attend EFTA ministerial meeting

MR. MICHAEL NOBLE, Minister for Trade at the Department of Trade and Industry, together with Mr. Geoffrey Rippon, Chancellor of the Duchy of Lancaster, will attend the meeting of EFTA Ministers in Geneva, on November 5-6.

The EFTA and FINEFTA Ministerial Councils will discuss the internal developments of the Association and its external relations, including the question of European integration.

Minister for Industry appoints Parliamentary Private Secretary

SIR JOHN EDEN, Minister for Industry in the Department of Trade and Industry, has appointed Mr. Rafton Pounder, Member of Parliament for Belfast South, to be his Parliamentary Private Secretary.

The Minister for Industry is responsible for privately owned manufacturing industries, the service industries (such as the retail and distributive trades, newspapers and books) and those nationalized industries (other than the air corporations and the British Airports Authority) that fall within the Deparment's sphere including the fuel and steel industries. He also co-ordinates any aspects of policy that are common to all the nationalized industries for which the Department is responsible.

In addition the Parliamentary Under Secretaries in the Department responsible for regional policy, regional advisory services for industry, investment grants, tourism, insurance and companies, consumer protection, standards, weights and measures and the Patent Office refer to him on these subjects.

Britain must improve its share of the Caribbean market

—Mr. Michael Noble

THE NEED to improve Britain's share of the Caribbean market was discussed by Mr. Michael Noble, Minister for Trade at the Department of Trade and Industry, at the opening of the one-day BNEC conference 'Exporting opportunities in the Caribbean' held in London on October 28.

He said that while Britain's exports to the Caribbean increased by 16 per cent last year, 'it is also, unfortunately, true that our share of this market is at best steady, and at worst shrinking somewhat. We are still losing ground to our North America competitors. I hope that as a result of recent proceedings you will go away determined to remedy this state of affairs.'

Mr. Noble said it was interesting to know that Puerto Rico was amongst the specific markets being considered at the conference. 'This is a market which has strong ties with the United States, and is, in fact, often considered an extension of the United States market. It may be that this is partly the reason for the poor British export performance in Puerto Rico, but now that BNEC have included all the Caribbean islands in the responsibilities of the Caribbean Committee, I hope that we shall see some improvement in the British share of this market.'

He added that the Americans were undoubtedly making inroads into the imports of the Commonwealth territories in the Caribbean, and there seemed little reason why British exporters should not be able to do likewise in the traditionally American markets. 'Already we are doing so in Cuba, and we could easily do so in Puerto Rico and the Dominican Republic.

'May I now say a word about the pattern of our economic relations with the Caribbean. First, we enjoy a substantial income from invisibles. This is partly, I suggest, because the people of the Caribbean know us and trust us, but mainly because we are the acknowledged world leaders in such activities as insurance, banking and shipping.'

Mr. Noble said that the book value of Britain's investments in the Commonwealth West Indies had increased from £105 million eight years ago to £217 million at the end of 1968, excluding oil, insurance and banking. 'This is a major stake, but one worth developing further. There is no restriction on investment in the developing countries of the Sterling Area, and it is the Government's current policy to encourage overseas investment, in view of the important contribution which the income from these investments makes to our invisible earnings, and so to our balance of payments.'

Aid, too, played an important part in the nation's economic relations with the Caribbean and 'we are proud of our record in this as in other fields'. In the current year Britain expected to spend upwards of £5½ million on development aid, and £1.6 million on technical assistance. Over the last five years, 'we have spent £22½ million on development aid in the area, and £8 million on technical assistance.

The ECGD

'Another important aspect of our economic activity in the Caribbean is the Government's service in support of exports through the Export Credits Guarantee Department. I continue to be responsible for this excellent organization and I sometimes think it is inclined to hide its light too much under a bushel, so that it occasionally gets blamed for developments beyond its control. For example, when the Clearing Banks decided recently to raise their interest rates on medium- and long-term lending for export business to 7 per cent, some of my Caribbean colleagues were disposed to blame ECGD.'

In fact, he added, the rate was a commercial one, commercially fixed, and it would be quite unrealistic to expect Britain's Clearing Banks to have anything but commercial considerations in mind in fixing it. 'Even at 7 per cent, we are competitive with American and West German lending, and I understand that it is the view of the Caribbean Committee of BNEC that the raising of the rate will not work against British exporters. Let me say, too, that ECGD are able to offer attractive credit terms and we are prepared to match those offered by any of our competitors.'

Referring to EEC negotiations, and their possible effect on the Caribbean, Mr. Noble said, 'Our efforts to enter Europe and to develop our markets there in no way imply that we are losing interest in such traditional yet valued markets such as the Caribbean. At a meeting with Ministers from Commonwealth Caribbean countries in London early last month, the Chancellor of the Duchy of Lancaster, who is the Minister in charge of our negotiations with the Six, emphasized that there was no change in the basic position of the British Government, and that the commitments entered into by our predecessors hold good.'

In his introduction, Mr. J. R. M. Rocke, chairman of the conference, and vice-chairman, Booker, McConnell Ltd., said, 'You will, I expect, have read in the press a few weeks ago some forthright criticisms by Mr. Noble of certain types of export promotion and some plain speaking about "the proliferation of export advice being positively dangerous".

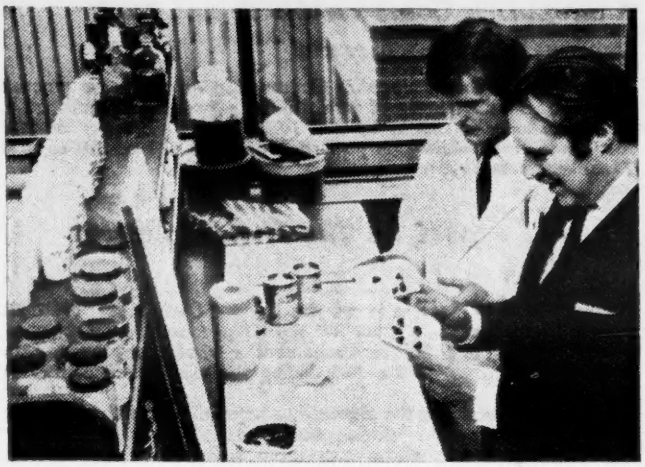
'A very large majority of us here today are businessmen, and as businessmen we entirely accept and agree with what you said. Of course, we must stand on our own feet; of course, we must act rather than talk; of course, we must avoid amateurism or the appearance of amateurism.

Mr. Michael Noble, Minister for Trade at the Department of Trade and Industry, at the opening of the BNEC Caribbean Conference in London.

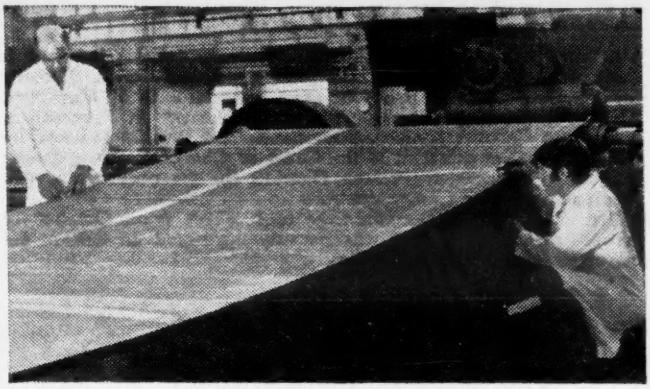
'This conference, I would claim, avoids all these pitfalls. It is a conference organized by businessmen, attended by businessmen and paid for by their companies. It is highly professional – anyone here today has at his disposal the best advice available anywhere on all aspects of exporting to the West Indies.'

Referring to the Jamaican market, Mr. John Pringle, Deputy High Commissioner for Trade for Jamaica, praised the United Kingdom diplomatic and trade personnel in Jamaica. 'They are most efficient and, as I am sure you already know, totally available. Their knowledge of Jamaica – their understanding of the Island and its people – the manner in which they adapt themselves to the form of our business community – can be of considerable assistance to a British exporter.

'It's sometimes a pity to note how this is neglected by those who feel that their help may be restrictive. How wrong they are to throw away this most valuable aid.'



Mr. Anthony Grant, Parliamentary Under-Secretary of State at the Department of Trade and Industry, examines road chippings coated with bitumen containing Imidrol, a special additive that combats the effect of water on adhesion. He was visiting Allied Colloids Manufacturing Co. Ltd., who make speciality chemicals at Bradford, during a fact-finding tour of the Yorkshire and Humberside region. The company were chosen to be visited partly because of their excellent export record.



A length of high tensile strength Silvercord steel cord conveyor belting, being checked by technicians at the Farington, near Leyland, factory of BTR Leyland Industries Ltd., in Lancashire. The Silvercord is destined for the world's largest open cast mining company, Rheinische Braunkohlenwerke AG of Cologne, West Germany, where it will be used to transport lignite, a soft brown coal. The demand for lignite – one of the cheapest sources of energy – is rapidly increasing. BTR Leyland's Silvercord recently won the Queen's Award to Industry for technological innovation in steel cord conveyor belting.

The importance of the EFTA market for the EEC countries

A NEW EFTA publication brings together articles which have appeared in recent issues of *EFTA Bulletin* by distinguished representatives of industry in the EEC. The booklet describes the development of trade between EFTA and EEC countries and traces the pattern of reciprocal trade flows. Details of achievements in technical co-operation are given together with suggestions for the possible future of economic and trade relations in an integrated Europe.

Copies of 'The Importance of the EFTA Market for the EEC Countries' are available free of charge from the EFTA Information Centre, DTI, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2479, 2480).

United States metric study group visit London

DR. DANIEL V. DE SIMONE, director of the United States Metric Study, visited London from October 19 to 22 to discuss the progress of Britain's metric change. The United States Government is undertaking a comprehensive study of the implications or the country's economy of the world wide adoption of the metric system. The object of Dr. DeSimone's visit was to see the state of progress of the change to metric in the United Kingdom, to obtain a first hand impression of the problems encountered by British industry, to study the arrangements made to promote an orderly change in the United Kingdom and to draw lessons from the United Kingdom experience to date.

ARGENTINE MILK TECHNOLOGISTS VISIT BRITISH DAIRY PLANTS

A party of dairy executives and technologists from the Argentine, touring under the name o f Eurolactea 70, spent a month in England during September and October visiting dairies and plant manufac turers. They totalled 52 members. Their tour in England, sponsored by The APV Company Ltd., included visits to Express Dairy Ltd., South Ruislip, Northern Dairies Ltd., Northampton, and the APV works in Crawley.

Official Receiver appointment

MR. MALCOLM CLARK, formerly an Assistant Official Receiver at Canterbury and Rochester, has been appointed Official Receiver for the Bankruptcy Districts of the County Courts of Blackburn; Blackpool; Burnley; Lancaster; Preston; Barrow in Furness and Ulverston; Carlisle; Kendal, Whitehaven and Workington and the Official Receiver attached to the Court of Chancery of the County Palatine of Lancaster (Preston District) for the purposes of proceedings under the Companies Acts.

Mr. Clark, whose appointment took effect from October 26, succeeds Mr. J. Tye who was recently appointed an Official Receiver in Bankruptcy (High Court).

New address for DTI bankruptcy headquarters

THE BANKRUPTCY and Companies Liquidation Headquarters of the DTI have moved from Hillgate House, 35 Old Bailey, London, EC4M 7HU, to Gavrelle House, Bunhill Row, London, EC1Y 8LL (Tel. 01-606-4071).

Fast breeder reactor collaboration between Sweden and United Kingdom

THE UNITED KINGDOM Atomic Energy Authority have announced that during his current visit to Swedish nuclear energy centres, Sir John Hill, chairman of the UKAEA, and Dr. B. Aler, managing director of Aktiebolaget Atomenergi, signed a collaboration agreement which extends for a further five years the collaboration between Sweden and the United Kingdom on the development of sodium cooled-fast breeder reactors which began in 1965.

The new agreement provides for collaboration and the exchange of information in areas of basic fast reactor technology in which both countries are carrying out development programmes. Initially these will include sodium technology, fuel, physics and safety. In addition, each party will provide the other with assistance as appropriate in the procurement of materials and equipment and the shared use of development facilities.

Progress on United Kingdom Czechoslovakia technology talks

DISCUSSIONS ON THE progress of technological and industrial collaboration between the United Kingdom and Czechoslovakia were held during the visit to Britain of Dr. A. Mrazek, Vice-Minister of the Czechoslovak Federal Committee for the Development of Technology and Investment, just concluded.

The talks were held under the terms of the Agreement signed between the two countries in 1968 for co-operation in the field of applied science and technology.

The two sides reviewed activities in the fields of telecommunications, pollution, ferrous metallurgy, nutrition, timber technology, food processing, machine tools, mechanical handling, and applications of nuclear energy, including radioisotopes.

New proposals for collaboration in the field of industrial automation, power generation, metallurgy and building technology were also discussed and further possibilities for areas of collaboration profitable to both sides were noted for further examination in detail.

The discussions proceeded in a practical spirit and direct contact will be maintained between the Department of Trade and Industry and the Czechoslovak Federal Committee in order to follow up the subjects discussed and to put in touch the parties on both sides most likely to benefit from the collaboration proposed.

Dr. Mrazek invited a Department of Trade and Industry Minister to visit Czechoslovakia for a further review, and Mr. Nicholas Ridley, who led the United Kingdom delegation at the talks, accepted the invitation in principle.

Monopolies Commission report on professional services

THE REPORT of the Monopolies Commission on restrictive practices in relation to the supply of professional services was published on October 28. A statement by Mr. John Davies, Secretary of State for Trade and Industry, is published on page 124 of this issue of *Trade and Industry*.

Annual report on the Import Duties Act 1958

AS REQUIRED by Section 4 of the Import Duties Act, 1958, the Board of Trade (now part of the Department of Trade and Industry) have laid before Parliament a report on the exercise of their powers under the Act during the year ended March 31, 1970.

This report, which is the eleventh to be made under the Act, gives details of orders made during the period under review to vary import duties and to allow exemptions and reliefs from duty (including drawback of duty on exportation). It also gives details of the value of goods which benefited from various existing provisions for relief from duty.

Copies of the report (H of C No. 78), published on October 29, can be obtained from HMSO, 49 High Holborn, London, W.C.1 and branches or by post from HMSO, PO Box 569, London, S.E.1 (price 2s. 6d., or 2s. 10d. by post).

Imports of fresh apples

THE GLOBAL QUOTA for imports of fresh apples from non-Sterling sources other than Eastern Area countries for the six-month period January 1 to June 30, 1971 will be 68,750 tons.

A Notice to Importers will be issued shortly.

Notes:

Fresh apples are on Open General Licence from the Sterling Area but are subject to restriction from all other sources.

The quota for the period January to June 1970 was 68,750 tons.

The quota for the current period, July to December 1970, is 15,200 tons.

The Import Duties (Temporary Exemptions) (No. 10) Order 1970

THE TREASURY has made the Import Duties (Temporary Exemptions) (No. 10) Order 1970 (SI 1970 No. 1591).

The Order provides that the goods listed in Schedule 1 shall be temporarily exempt from import duty, and those listed in Schedule 2 shall continue to be exempt from import duty, both until January 1, 1971.

The Order comes into operation on November 5, 1970, and has been published as Statutory Instrument 1970 No. 1591.

Copies of the Order are available from HMSO, 49 High Holborn, London, W.C.1, and branches (price 1s.), or by post from HMSO PO Box 569, London, S.E.1 (price 1s. 4d.).

Application for reimposition of import duty

THE Department of Trade and Industry, Tariff Division, have received applications for the reimposition of import duty from January 1, 1971, on the following item, which is at present temporarily exempt from duty.

Tariff Heading	Description	Reference
29.22	Diaminoethane hydrate	1754

Representation should be addressed to Tariff Division, Department of Trade and Industry, Brunswick House, 2 Central Buildings, Matthew Parker Street, London, S.W.1, giving the respective reference shown above. Representations should be received by November 18.

Applications for temporary exemption from import duty

THE Department of Trade and Industry are considering applications for the temporary exemption from import duty of the materials listed below on the grounds that these materials are not made in this country or the Commonwealth or the supply available from these sources is not substantial having regard to the existing United Kingdom demand.

Representations are invited from manufacturers in this country or agents of Commonwealth manufacturers who consider they are, or will be within a reasonable period, in a position to supply a substantial proportion of the United Kingdom demand for these materials, or who are interested in their future production.

Temporary exemptions come into effect on the operative date of the Treasury Order in which the materials are specified and normally continue until the end of the current calendar year, when they are reviewed.

Interested parties who wish to make representations should address them to Tariff Division, Department of Trade and Industry, Brunswick House, 2 Central Buildings, Matthew Parker Street, London, S.W.1, preferably through a trade association, giving the respective reference shown below and stating whether their names may be passed to the applicants for temporary exemption. Representations should be received by November 18.

Tariff Heading	Proposed definition for tariff purposes	Applied for as	Exemption Required until	Reference
29.16	Calcium lactate	As in previous column	December 31, 1971	13523
29.35	1 -[2 - (2, 4 - Dichlorobenzyloxy) - 2 - (2, 4-dichlorophenyl) ethyl] imidaxolium nitrate	1 -(2, 4 - dichloro-B-(2, 4 - dichlorobenzyloxy) phenethyl] imidazole nitrate	December 31, 1971	13516
	1, 12-Dodecanolactam	Laurinlactam	December 31, 1971	13515

Purchase Tax: alterations to schedule of chargeable goods

THE TREASURY have made an Order under Section 2(3) of the Purchase Tax Act, 1963, entitled the Purchase Tax (No. 2) Order, 1970, amending the Schedule of goods chargeable with purchase tax.

Goods covered

The Order makes alterations to the Schedule which will affect seven categories of goods.

(a) The exemption for abrasive cloth will be restricted so that any that is put up for retail sale becomes chargeable (Group 7).

(b) The exemption for certain adhesive cloth tape will be extended to include certain textile material adhesive on both surfaces (Group 7).

(c) Certain wrapping material of acrylic and jute yarns supplied in squares will be exempted from tax (Group 7).

(d) Certain elastic netting for meat packing will be exempted from tax (Group 7).

(e) Projectors suitable only for 70 mm films will be exempted from tax (Group 24).

(f) Certain recording media will be excluded from charge as office requisites (Group 26).

(g) The exemption for certain printed paper rate envelopes will be withdrawn (Group 26).

Details of the scope of these alterations are given below.

Date of operation

The Order applies to goods which are delivered in the United Kingdom on sale by a registered purchase tax trader to an unregistered person, or appropriated to retail stock or other taxable purpose by a registered trader on or after November 1, 1970. (The tax also applies to imports and the alterations will be effective for them from the same date.)

Abrasive cloth

The Order inserts the words 'not put up for retail sale' in exemption Group 7 (7). This alteration will not affect the tax treatment of the material as sold for industrial use (for which the exemption was intended) but it will no longer be possible to sell it tax-free in retail packs as a substitute for chargeable pot scourers. The abrasive cloth put up for retail sale will be chargeable at the rate of 13¾ per cent of the wholesale value, the same rate which applies to nylon and metal pot scourers.

Industrial adhesive cloth

The Order extends the Group 7(10) exemption by the addition of the words:

'and textile material adhesive on both surfaces not exceeding 15 inches in width and not less than 4 yards in length.'

The effect of this extension is to exempt certain double-sided adhesive cloth used industrially.

Squares of wrapping material

The Order introduces a new exemption (17) under Group 7, the text being:

'(17) Wrapping material of netting made of yarns of acrylic fibre or of acrylic fibre and jute, in bales containing not less than 1,000 squares measuring not less than 15 nor more than 36 inches the side'.

Squares of hessian used in the horticultural industry for wrapping round the roots of trees and shrubs in the course of transplanting and transport are already exempt. The new exemption will give corresponding freedom from tax to their synthetic counterparts and to unions of the synthetic material and jute.

Elastic netting for meat packing

The Order introduces a new exemption (18) under Group 7, the text being:

'Tubular fabric netting for casing sausages or other food, comprised of a warp of cotton or man-made fibre and a weft of rubber or latex encased in cotton or man-made fibre, in lengths of not less than 50 yards.'

The new exemption gives tax freedom to a material which is directly competitive with materials already exempt.

Projectors for 70 mm film

Group 24(5) exempts from tax certain types of projectors which are used principally in education. The Order provides for the addition of the following category of projectors to the exempt list:

'(iv) projectors suitable only for film of 70 mm width.'

Recording media

The Order contains a provision to remove from the charge under Group 26(b) certain recording media used with office dictating machines. The text of the provision is as follows:

'Not chargeable under Group 26.

Recording media (including belts, discs and sheets) for office dictating machines.'

Printed paper rate envelopes

With the abolition of the Printed Paper Rate of Inland Postage in September 1968 the exemption under Group 26(2) of the special envelopes for it was rendered redundant. The Order contains a provision for the withdrawal of the exemption.

The Order has been published as Statutory Instruments 1970 No. 1544, obtainable from HMSO, price 7d.

Advice on the application of the alterations to particular products can be obtained from HM Customs and Excise, PT Section 7, Adelaide House, London Bridge, London, E.C.4.

'How to do it yourself' Common Market Conference

A TWO-DAY 'How to Do It Yourself' Common Market Conference, organized by Independent Trade Missions, will take place in London on December 8 and 9. Announcing this, Mr. Walter Drysdale (head of ITM, the conference organizers) said: 'Our entire Conference will concentrate on showing the senior management of companies of all sizes exactly how the plunge into Europe can be taken. Talks will be given by those who have done it—and profited. We shall explain how finance can be raised, where the opportunities lie, how to deal with tax problems, licensing agreements, industrial relations and how to avoid pitfalls. The Chairman of a small firm started in 1966 will tell why they decided to establish a wholly-owned subsidiary in France in 1968, how they did it and how they have succeeded. The manager of their French factory will be present.'

Applications to attend the conference (the fee is £45, lower when a company nominates three or more delegates) should be made to Conference Department, Independent Trade Missions Ltd., 25 Queen Anne's Gate, London, S.W.1.

Consent refused for nuclear power station at Stourport

THE CENTRAL Electricity Generating Board applied to the Minister of Technology in February 1970 for his consent under Section 2 of the Electric Lighting Act, 1909, to build a nuclear generating station at Stourport-on-Severn, Worcestershire, and for a nuclear site licence under the Nuclear Installations Act.

The Minister had to decide whether the proposed site, which is close to residential areas, was acceptable within the terms of present siting policy for nuclear stations, which, as announced in 1968, permits gas-cooled power reactors in concrete pressure vessels to be built close to (but not within) urban areas, with each site being considered on its own merits. These responsibilities have been transferred under the recent reorganization of the Government to the Secretary of State for Trade and Industry and after considering the existing and possible future development of Stourport and adjacent areas, he has decided that this site should not be accepted. CEGB have, therefore, been informed that a site licence cannot be issued.

The CEGB's application for consent to a nuclear power station at Stourport has, therefore, been rejected.

Advance factory for Jarrow

THE ENGLISH Industrial Estates Corporation has announced that a contract worth about £115,000 had been awarded to Brims & Co. Ltd., of Newcastle for the construction of a 25,000 sq. ft. Advance Factory at Simonside, Jarrow.

Work is expected to commence early in November and the factory should be ready for occupation in May 1971.

New automatic inspection system for asbestos boards

A GLASGOW MANUFACTURER of asbestos boards has improved considerably the effectiveness and reliability of their inspection department by the introduction of new automatic inspection equipment.

The firm, Marinite Ltd., of Petershill Road, Glasgow, has realized these benefits after seeking advice from the Low Cost Automation Centre at Paisley College of Technology, which was established with support from the Department of Trade and Industry.

Previous inspection methods had required the use of vernier thickness gauges and occasionally involved the destruction of boards where centre measurement was needed.

A steadily increasing production programme indicated that an entirely new approach was needed and an automatic in-line inspection system was envisaged.

The Low Cost Automation Centre designed, manufactured and tested a prototype caliper unit, and subsequently installed a complete 'in-line' inspection system involving four caliper units linked by a central control unit.

The finished boards pass through rollers linked to electronic probes, and the readouts from the probes ensure an immediate profile record along the length of the board. Any board outside the manufacturing tolerance is sprayed with an identifying dye. 'Plus' boards can then be be recirculated until the inspection standards are met while 'minus' boards are held until the next standard size below is being produced and then recirculated.

Low Cost Automation Centres are specialist extensions of engineering and management departments at a number of Universities and Colleges of Technology. They often undertake the design, manufacture and installation of special purpose equipment to meet a variety of industrial requirements.

Alderman Stanley Bleyer, Lord Mayor of Birmingham, recently visited Birmingham's 'twin' city Frankfurt at the head of a delegation of representatives from the City Council, the Chamber of Commerce, the Trades Council, Rotary and Birmingham University. As a gift to Frankfurt he took with him a Royal Worcester porcelain model of an Appaloosa stallion. In the picture the Lord Mayor is seen with Mrs. I. G. Weston, European sales manager for Royal Worcester.

Fishery support ship for Iceland

THE DEPARTMENT of Trade and Industry Fishery Support Ship 'Miranda' at present undergoing a refit at Immingham will not be completed in time to take up her station north-west of Iceland at the beginning of December. She is expected to be ready to go up to Iceland later in the month.

Although every effort is being made by the converters to speed up the work the main cause of the delay is material supply difficulties.

The Department are making alternative arrangements to cover the period until the 'Miranda' arrives on station.

Notes:

During the past two winters the Hull trawler 'Orsino' was chartered by the then Board of Trade to act as the Support Ship. In April the Swedish built 'Miranda' was purchased at a cost of £90,000. She had been specially strengthened against ice but needed structural alterations to fit her for her new role.

The Holland-Martin Committee on Trawler Safety, set up after the loss of three Hull trawlers, recommended that a fishery support ship should be stationed off Iceland during the winter months.

Patents endorsed 'Licences of Right'

UNDER SECTION 35 of the Patents Act 1949 the following patents were endorsed 'Licences of Right' on the date specified:

Number	Grantee	Subject-matter
	October 14, 1970	
839,973	Maud Lilian Elfrida Mary, The Dowager Countess of Wharmcliffe	Apparatus for extracting components in gaseous form from solid fuel
901,640	Maud Lilian Elfrida Mary, The Dowager Countess of Wharmcliffe	Apparatus for extracting components in gaseous form from solid fuel
915,527	Maud Lilian Elfrida Mary, The Dowager Countess of Wharmcliffe	Apparatus for extracting components in gaseous form from solid fuel
955,969	Charles Henri Jean Gueyne	Complex organo-silicic compounds and method of preparing same
1,050,829	Standard Telephones & Cables Ltd.	Assembly elements into stacks
1,055,418	Standard Telephones & Cables Ltd.	Electro-mechanical transducers
1,063,939	Standard Telephones & Cables Ltd.	Improvements in or relating to telephone exchanges
1,080,787	Standard Telephones & Cables Ltd.	Epoxide resin seals
1,081,350	Standard Telephones & Cables Ltd.	Epoxide resin seals

Any person who claims that the patentee at the time of endorsement of any of the above patents was precluded by a contract in which claimant is interested from granting licences under the patents may apply for cancellation of the endorsement on Patents Form No. 45 within two months after the date of endorsement.

E. ARMITAGE,
Comptroller.

The Patent Office.

INTERNATIONAL TRADE CENTRE UNCTAD/GATT

The International Trade Centre was established by the General Agreement on Tariffs and Trade (GATT) at the request of the developing countries. Since January, 1968, it has been jointly operated by the United Nations Conference on Trade and Development (UNCTAD) and the GATT. The Centre's aim is to assist the developing countries in their export trade by providing them with information on export markets and marketing and helping them to develop their export promotion services and to train the necessary personnel.

Further information about the Trade Centre and its work may be obtained from United Kingdom Liaison Officer, Miss E. P. M. Baggs, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2438).

Parliamentary Answers

Below is a selection of Parliamentary Answers of interest to trade and industry

TUESDAY, OCTOBER 27

Industrial Reorganization Corporation

Mr. John Davies, Secretary of State for Trade and Industry, was asked what representations he had received concerning the future of the Industrial Reorganization Corporation. He answered that he had received a number of representations about the IRC and said 'I shall be making a statement in connection with the Government's decision to wind up the Corporation which was announced today.' (See page 115.)

Development area policies

Mr. Michael Noble, Minister of Trade, DTI, answered a question on representations received from the Confederation of British Industry on the subject of development area policies. He said that the CBI had given their views on development area policies, and these, together with representations received from many other bodies, would be taken into account by the Government in reaching its decisions on regional policy.

Investment grants

Questions were asked on the annual value of investment grants paid or authorized at the most covenient recent 12-month period divided as between shipbuilding, computers, hovercraft, and other industrial activities and further indicating how these four groups were divided between development areas and the remainder of the country. Mr. Anthony Grant, Parliamentary Under-Secretary of State for Trade, DTI, replied that investment grants were paid towards capital expenditure incurred in providing specific categories of assets. In the 12 months ended October 9, 1970 grants were paid in each category as follows:

Plant and Machinery
£462 million
Ships and Hovercraft
£61 million
Computers
£35 million

Of the total grant paid £220 million in respect of plant and machinery and just over £1 million in respect of computers was at the Development Area rate.

Productivity in garages

Asked what steps he intended to take to improve productivity in garages and motor dealerships following the Report, Future Demand for Garage Workshop Services, Sir John Eden, Minister for Industry, DTI, said: 'The Government is working to provide the right incentives for economic growth. Improvements in efficiency and productivity are the responsibility of individual businesses.'

United Kingdom fuel requirements

Sir John Eden was asked what percentage of United Kingdom fuel requirements was now accounted for from oil imports within and outside the Middle East, respectively; and what was the estimated situation three and five years hence. He replied that oil accounted for just over 40 per cent of our primary energy requirements and its contribution was expected to grow. About half of our oil imports currently came from the Middle East. It was not expected that there would be significant changes in the broad pattern of oil imports over the next few years.

Answering another question, Sir John said the leading oil companies had advised the department that they were confident the arrangements they had made would enable them to meet their commitments this winter.

Metrication

Sir John Eden introduced the debate on metrication (*Hansard* Cols 76-168).

Fraudulent directories

'Eighteen firms have been named in complaints to the Department of Trade and Industry about methods used to seek orders or payment for directory entries,' said Mr. Noble, replying to a question, 'but it is not evident from these complaints that the directories themselves might be called "fraudulent"'.

International Computers Ltd.

Sir John Eden was asked what steps he intended to take, following the Report of the Computer Board for Universities and Research Councils, Command Paper No. 4488, to ensure that the future needs of British research could be met by the British computer firm International Computers Limited.

'ICL continues to receive Government support under the terms of the Merger Agreements made in 1968, said Sir John. 'The Government does not however interevene in the day to day management of ICL and decisions as to their product policy are a matter for their commercial judgement.'

In answer to a request for a statement about HM Government's policy towards links by part of the United Kingdom computer industry with countries abroad, Sir John said: 'I should be glad to see computer manufacturers in Britain develop and strengthen links with companies in Europe and elsewhere which they regard as commercially advantageous.'

Banks Report on computer programmes

Asked what action was proposed following the publication of the Banks Report on the patenting of computer programmes, Mr. Nicholas Ridley, Parliamentary Under-Secretary of State for Industry, DTI, said: 'The Government is at present considering the recommendations of the Banks Committee and the representations which we have received on the report and I expect to make an announcement on the report as a whole before very long.'

Financial help for hotel industry

Mr. Noble told a Member who asked what amount of Government financial help for the hotel industry had been paid arising from the Development of Tourism Act 1969, that the national Tourist Boards were responsible for payments to hotels under the Development of Tourism Act. The amounts paid each year would appear as items in the accounts of the three Boards presented to Parliament by the Comptroller and Auditor General. It was for the Boards to decide whether to issue any interim progress reports.

Imports of apples

Referring to the difficulties experienced by fruit growers in 1970, a Member asked for information on the measures proposed regarding the January-June dessert apple import quota. Mr. Noble replied that the Government had decided, after taking account of all the interests involved, to fix the quota for fresh apples at 68,750 tons, which was the same level as for January/June 1970.

The brewing industry

Asked about steps to introduce competition into the brewing industry, Mr. Ridley said the brewery companies were considering proposals put to them with this aim in mind. He hoped to be able to make a statement on this matter shortly.

The gas industry

Sir John Eden, when asked what steps he intended to take following the publication of Report 155 of the National Board for Prices and Incomes on costs and efficiency in the gas industry, said: 'I am continuing discussions with the Chairman of the Gas Council who assures me that steps to secure additional cost saving are already being taken, although he does not consider that it will be possible to go as far as the National Board for Prices and Incomes envisage.'

A further question was asked: if the Secretary of State for Trade and Industry would give a general direction to the Gas Boards to provide financial assistance to those with gas central heating boilers which gave out less heat with natural gas than with town gas and were thus rendered incapable of heating the house in question to the required temperature. 'No,' answered Sir John. 'Any consumer considering that the performance of his heating system has been affected by conversion should get in touch with his Area Board or Area Gas Consultative Council.'

Nuclear power stations

Answering a Member who asked by what authority he had refused to site a nuclear reactor at Millbrook, Sir John Eden said no formal application was made by the CEGD to site a nuclear power station at Millbrook, but it was understood that the Minister of Technology in the previous administration indicated to the Board that he would not be prepared to issue a licence under the Nuclear Installations Act 1965 for a nuclear station on that site. As a result the Board decided to apply for an oil-fired station instead.

Sir John added, answering a further question, that the inquiry on the proposed Millbrook power station would take place on February 9, 1971.

Sir John was asked to list all the existing regulations which relate to the siting of a proposed nuclear reactor. 'There are no statutory regulations,' he answered. 'The policy governing the siting of nuclear power stations remains that announced by the then Minister of Power in a statement on February 6, 1968.'

British Steel Corporation

Sir John Eden was asked whether he intended to set financial targets for the British Steel Corporation. He replied that the intention was to settle an objective as quickly as possible.

(Continued on next page)

PARLIAMENTARY ANSWERS.

continued

WEDNESDAY, OCTOBER 28

Monopolies Commission report on professional services

In answer to a request for a statement on the report of the Monopolies Commission on restrictive practices in relation to the supply of professional services, Mr. John Davies said: 'The report was published this morning. The commision have assembled in this report a wide range of factual information about the professions, as well as a body of general considerations which they regard as relevant to the assessment of the merits of those professional practices which were referred to them. They take the view that, without more investigation than could be undertaken in a general inquiry of the sort they were asked to make, it would not be possible to say how far the practices of any particular profession were justifiable in the light of those considerations. They have not, therefore, reached a final judgment either upon the specific practices of any profession or on the general effect of the practices on the public interest.

'The Commission find that there is no reason to suppose that all restrictions at present operated by professional bodies are fully justifiable by reference to the considerations they have set out. The Commission make two recommendations to ensure that those restrictions which operate against the public interest are identified. First, they think that the professions hemselves should examine their restrictive practices in the light of the report with a view to abolishing or amending them, as necessary. Secondly, in order to supplement the guidance given in the report about the desirability of specific types of restriction, they suggest that the Department responsible should refer in close succession to the Monopolies Commission or its successor body the supply of particular professional services in which restrictive practices are known to prevail so that the Government could have power to deal by Order with any which might be found to be against the public interest.

'I welcome the report not only as a significant contribution to thinking about the economic consequences of those professional practices with which it deals specifically, but also because its observations about the criteria, both economic and otherwise, to be used in assessing the balance of advantage to the public interest may well be relevant to collective restraints on the provision of services in general.

'With regard to the Commission's two specific recommendations, I shall be writing to all the professional associations who gave evidence to the Commission, or who are mentioned in the report, inviting them to re-examine their professional practices in the light of its findings and to let me know within six months of any modifications they are proposing to make to them in consequence. When I have received the observations of the professions I shall decide what further action should be taken on the Commission's other recommendation that I should make references of particular professional services to the Monopolies Commission.

Exports of motor vehicles

Mr. Ridley was asked what was the total number of motor vehicles exported in the period January 1965 to January 1970 and the period January 1961 to January 1965. He answered that exports of complete new passenger and commercial vehicles (excluding motor cycles, three-wheeled vehicles, dumpers and dump-trucks) in the five years 1965-69 and the four years 1961-64 were respectively 3,766,000 and 2,590,000.

Electricity supplies

A Member asked Sir John Eden if he was satisfied that the provisions of the Electricity Act 1947, which referred to the obligation of electricity boards to secure, so far as was practicable, the development, extension to rural areas and cheapening of supplies of electricity, were being satisfactorily carried out. Sir John answered 'Yes. 97 per cent of the farms in England and Wales now receive a public supply of electricity. Since 1948 average electricity prices have risen by 66 per cent while general retail prices have risen by 154 per cent.'

Sale of consumer produce

In reply to a question on steps being taken by HM Government to ensure that consumer produce was sold in recognizable quantities such as fractions or multiples of the pound avoirdupois, Mr. Ridley said most basic foodstuffs were already required to be packed in such sizes by the Weights and Measures Act 1963. It would seem undesirable to introduce new prescribed quantity requirements in advance of metrication.

Consumer protection

Asked what steps he intended to take to strengthen consumer protection following the publication of the Consumer Council's Report, Justice out of Reach, Mr. Ridley said the recommendation in this Report was that informal small claims courts should be attached to the County Courts. 'That is a matter for my noble Friend the Lord Chancellor,' he said.

Investment grants in Wales

Mr. Grant was asked to state the total amount of investment grants and building grants, respectively, paid to developers in Wales in 1969. He said that payments of investment grant to claimants in Wales between June 19 and October 16, 1970 were £15.4 million and in 1969 were £45.7 million. Payments of building grant in Wales between June 18 and October 24 were £1.0 million and in 1969 were £1.7 million.

Industrial development certificates

In answer to a question on the total area of factory floor space in respect of which industrial development certificates have been issued in Wales since June 18, 1970; and the total area in respect of which industrial development certificates were issued in Wales in 1969, Mr. Grant said: '63 industrial development certificates were issued in Wales during the period July 1, 1970 to September 30, 1970 for 1.6 million sq. ft. During 1969, 315 certificates were issued in Wales for 8.3 million sq. ft. I regret that figures from June 18 are not available.'

United States owned motor companies

Mr. Ridley asked what percentage of the motor vehicle industry is owned by United States companies, replied that United States companies owned about one-third of the net assets of the industry, defined as including businesses mainly engaged in manufacturing cars, commercial vehicles, caravans, motor bodies, engines, and certain other parts and accessories.

THURSDAY, OCTOBER 29

Imports of simians

Asked how many simians were imported in each of the last three years; and what arrangements had been made to ensure the absence of communicable diseases, Mr. Grant said imports of apes and monkeys were controlled under the Animals (Restriction of Importation) Act, 1964. The Board of Trade issued licences for 26,325 in 1967, 20,011 in 1968 and 20,112 in 1969. There were no figures to show the extent to which the licences were used. Since December 15, 1969, their import has also been controlled under the Exotic Animals (Importation) Order, 1969, under licences issued by the Minister of Agriculture, Fisheries and Food or the Secretary of State for Scotland. Licences are now only issued for these animals to be imported for research purposes. This more stringent control was issued as a precaution against the introduction of rabies, but it also helps to prevent the introduction of other diseases transmissible to man. It will be reviewed when the Committee of Inquiry on Rabies has presented its final report.

Dollar Land Holdings Ltd.

Stating that since his last consideration of the request for an investigation into matters connected with the Dollar Land Holdings Ltd., there had been no balance sheets and financial statements issued by the company according to the Companies Act, and that for a continuing period the company had no directors and no meetings were lawfully held, a Member asked if the Secretary of State for Trade and Industry would now agree to an investigation into all matters affecting the affairs of this company. Mr. Ridley said: 'I do not at present think that inspectors should be appointed. The directors of the company have assured the Department that they will do everything possible to present accounts for 1968 at a general meeting in December.'

Debate on coal industry

Mr. Davies and Sir John Eden spoke in the adjournment debate on the coal industry. (The debate is given in *Hansard* (cols. 455-544).

Some of a party of 23 experts from the Japan Environmental Centre who visited Rentokil's laboratories at East Grinstead recently. The party was led by Dr. Kazuki Ogata, head of the Department of Pestology.

Parliamentary Answers on aviation and shipping

TUESDAY, OCTOBER 27

Second-force airline

Asked to make a further statement on the future of British air services, in the light of the recent decision to set up a second-force airline, Mr. Michael Noble, Minister for Trade, DTI, said: 'I hope to make a statement soon.'

Mr. Noble was asked if he would set out the sources of the capital to be supplied for the recently proposed second-force airline and in particular to give the amounts to be provided by British and overseas investors, respectively. He answered: 'I understand that 98.1 per cent of the capital of the new airline will be British and 1.9 per cent foreign (representing the interest of certain Scotsmen living in the United States of America). The names of most of the shareholders were released by Caledonian Airways on October 21 and I have placed a copy in the Library.'

Night flights at Heathrow

Answering a request to reduce the number of night flights permitted at Heathrow Airport during next summer, Mr. Noble said: 'No. I have decided to keep the limit of summer night jet flights at 3,500 for the summer of 1971 despite the growing operational and financial burden on the airlines that this restriction, which has remained unchanged for several years, represents.'

Accident to BEA Trident

A Member asked for information on the cause of the mishap which overtook a British European Airways Trident at Rome Airport on Thursday, October 1, 1970, when an engine blew up at point of take-off; and what assurances could be given against the recurrence of such a happening. Mr. Noble replied: 'In the course of the formal investigation instituted by the Italian authorities (who are being assisted by the Department of Trade and Industry's Accidents Investigation Branch) it has been established that the low pressure compressor shaft of No. 1 engine disintegrated, which in turn ruptured the engine casing. This is the only known failure of such a shaft in some 4 million hours of Spey engine operation. Search for the cause of the failure is continuing; nevertheless, in accordance with normal practice, the Air Registration Board are being kept fully informed of the progress of the investigation, so that if necessary remedial action may be taken without delay.'

Travel organizers

'I hope to make an early announcement about the Government's policy and legislative intentions for civil aviation,' said Mr. Noble, asked to introduce legislation to compel travel organizers to be properly licensed, to provide for financial stability in both inclusive tour and air charter organizers.

ADVERTISEMENT INQUIRIES FOR 'TRADE AND INDUSTRY'

*Inquiries concerning the insertion of advertisements in Trade and Industry should be addressed to HMSO, Room D92, Atlantic House, Holborn Viaduct, London, E.C.*1 (01- 348 9876, *Ext.* 6147).

Collision between oil tankers

Mr. John Davies, Secretary of State for Trade and Industry, was asked to make a statement on the shipping accident off the Isle of Wight and of the resulting threat of oil pollution. Mr. Davies said: 'An explosion in the engine room of the Liberian tanker "Pacific Glory", following a collision with the Liberian tanker "Allegro" on the evening of October 23, led to a serious fire. Search and rescue operations were undertaken at once and the survivors were brought ashore at Portsmouth; 13 of the crew are presumed to have lost their lives in the explosion. During salvage and firefighting operations under the control of the Navy, the vessel stranded on a shingle bank about 4 miles off the south east coast of the Isle of Wight. During the weekend there was some escape of diesel oil from her bunkers and of crude oil from a damaged cargo tank. Tugs and naval vessels under the control of my Department succeeded in dispersing the oil before beaches were polluted. Local authorities in the area were alerted and have been standing by to deal with oil on their beaches, but this has not so far been necessary.

'Salvage of the vessel and her cargo is now being undertaken by a Dutch salvage company appointed by the owner, who will be working in conjunction with the Navy and with Shell, the vessel's charterer. Officials of my Department are keeping in close touch with the salvors. There remains a threat of serious pollution if the vessel were to sustain further damage during attempts to refloat her, and vessels equipped for dispersing oil are continuing to stand by.

'The causes of the collision between the two tankers and of the explosion on the "Pacific Glory" have not yet been established. Marine surveyors of the Department of Trade and Industry are carrying out a preliminary inquiry under the Merchant Shipping Acts. In the light of their report I shall consider what further action is required.

'The responsibility for the organization to deal with pollution of beaches rests with my Rt. Hon. Friend The Secretary of State for the Environment. Since the incident involving the "Torrey Canyon" all the coastal authorities in the area have prepared contingency plans for dealing with coastal oil pollution. On Saturday, October 24, my rt. Hon. Friend asked that the nominated Oil Pollution Officers in the area be contacted to ensure that their organizations were in a state of readiness and that their equipment capability was adequate to meet the immediate threat. My rt. Hon. Friend was encouraged by the assurances given and on his instructions an operations room in the Department of the Environment is manned on a 24-hour basis to receive reports on the risk of pollution of the beaches. By daily contact with local Oil Pollution Officers the local authoriy capability for dealing with any actual pollution is being kept under constant review.

'I should like to pay tribute to those concerned with containing the fire and the spillage.'

WEDNESDAY, OCTOBER 28

Night flights at Heathrow

The following statement was made by Mr. Noble about his proposals for the restriction of night jet aircraft flights into and out of London Airport for 1971.

'Night jet aircraft movements at Heathrow will be restricted to 3,500 between the hours of 11.30 p.m. and 06.00 a.m. during the period from April 1 to October 31, 1971. This limit has remained unchanged for six years despite growing demand and fewer non-jet flights.'

Newcastle Airport

Mr. Noble told a Member who asked whether he would give loan sanction for the extension of the terminal apron and the provision of a parallel taxiway at the Newcastle Airport, that he could not sponsor this at present; the Airport Committee had however submitted a revised scheme and this was now being considered.

Hi-jacking of aircraft

A Member asked what further measures had been introduced at London Airport and Gatwick to counter hi-jacking following the three successful hi-jack attempts by Palestinians in September. Mr. Noble answered: 'I have been asked to reply:

'The Government's prime aim has been to take all steps possible to prevent hi-jackers from boarding aircraft, and every effort has been made to achieve this object and to improve security arrangements generally. For obvious reasons it would be inadvisable to describe these measures in detail. But I will, with permission, circulate in the Official Report a statement outlining in general terms the security precautions which have been taken at British airports and by British airlines.

'Her Majesty's Government have for long been concerned about the increasing prevalence of acts of violence to civil aircraft; measures to prevent these by security precautions and international action have been pursued for some time past. At the outset, hi-jackings of civil aircraft were carried out primarily by persons seeking to reach another country mainly for political reasons. Serious and potentially dangerous though these incidents were, they resulted in inconvenience and expense rather than representing a direct threat to human life. The episodes of last September, however, in which innocent passengers and aircrew were seized by a politically motivated terrorist organization and held to ransom introduced a new situation calling for intensified measures.

'The effectiveness of security measures depends on the closest co-operation between the Government on the one hand and airlines and airport authorities on the other. This is being maintained. It depends also on the goodwill of the travelling public. The Government and the civil aviation industry recognize the inconvenience and disruption caused by intensified security precautions. But they are confident that they can count on passengers to accept and co-operate in the measures which are being taken for their protection.

'The precautions taken by Her Majesty's Government include the following:

(i) British airlines and airports have been provided with the fullest possible information about the potential threat and have been given all possible help and guidance in regard to security measures designed to ensure the safety of passengers, employees, airraft, equipment and buildings.

(ii) Security committees, including representatives of airport management, airlines, the police, HM Customs and immigration control have been established at both Heathrow and Gatwick to co-ordinate security measures.

(iii) The security resources available to airlines and airport authorities have been augmented. For example, at Heathrow, the British Airport Authority Constabulary are currently being assisted by a large contingent from the Metropolitan Police. Similar assistance is being given at Gatwick by the Surrey County Constabulary. Contingency plans have been made for assistance by HM Forces in case of need.

(iv) Specific security measures which have been taken at Heathrow and Gatwick include the following: guarding of aircraft on the ground; closing of certain areas to access by spectators; intensified checking and scrutiny of passes; careful screening and searching of passengers; special restrictions on the carriage

(*Continued on next page*)

of hand baggage; close checks on cargo, mail and passengers' baggage carried in aircraft holds; special arrangements for checking late bookings.

(v) In addition to the physical searching of passengers referred to above, electronic devices for detecting weapons carried by passengers are already in use. More will be introduced as supplies become available; and more advanced devices are being tested. The Government's scientists and security specialists, in consultation with their colleagues in other countries, are investigating improved methods of detecting weapons and explosives.

(vi) Security experts have been sent to a number of airports overseas used by British airlines. Instructions to captains of aircraft and station managers that they have discretion to refuse any passenger to whom suspicion attaches have been re-emphasized.

'The primary objective of all these precautions has been to ensure, so far as is possible, that no potential hi-jacker can gain access to an aircraft. The Government believe this to be the most effective line to pursue and the one which gives the best return in relation to the resources expended.

'Finally, the practical measures outlined above are being reinforced by collective international action. Her Majesty's Government in the United Kingdom have supported from the outset and will continue to give their full support, to the efforts being made by the International Civil Aviation Organization to secure international agreement on ways to deal with hi-jacking and other acts of violence against civil aircraft.

Safety record of British airlines

The following information was given by Mr. Noble to a Member, who asked for statistics showing how the safety record of British airlines compared with those of other members of the International Civil Aviation Organization.

Accident rates† on scheduled ‡passenger services of British airlines and of airlines of other contracting States of the International Civil Aviation Organization in the five years 1965-1969.

	British Airlines	Airlines of contracting States of ICAO (excluding United Kingdom)
Passengers killed per 100 million passenger miles	0·63	0·53
Fatal accidents per 100 million aircraft miles	0·83	0·95
Fatal accidents per 100 thousand aircraft hours	0·25	0·31
Fatal accidents per 100 thousand stage flights	0·35	0·37

‡ICAO do not yet collect statistics from which accident rates on non-scheduled services can be calculated.

†A fatal accident is an occurrence, associated with the operation of an aircraft, which takes place between the time when any person boards the aircraft with the intention of flight and such time as all persons have disembarked, in which any person suffers death while in or upon the aircraft or by direct contact with the aircraft or anything attached thereto.

Oil pollution

Mr. Anthony Grant, Parliamentary Under-Secretary of State for Trade, DTI, answered questions on oil pollution. Asked what future action the Government proposed to take in conjunction with other countries to stop the discharge of oil wihin a certain mileage of land, Mr. Grant said that amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, adopted last autumn by the Intergovernmental Maritime Consultative Organization (IMCO) would extend and strengthen the present restrictions on discharges of oil at sea and would include a complete prohibition on the discharge of persistent oil from the cargo spaces of tankers within 50 miles of the nearest land. They should also make enforcement easier. The Government intended to accept all the amendments and to apply them to British ships. A Bill for this purpose was before the House. The Government was also seeking, through IMCO, international agreement on arrangements for the effective enforcement of the amended Convention when it came into force. Replying to a question on the number of ships convicted during the years 1967, 1968 and 1969, for the discharge of oil in British navigable waters; the amount of fines imposed in each of these years for such offences; and in how many cases costs were made towards the removal of the oil pollution, Mr. Grant gave the following information:

	Ships Convicted	Fines Imposed	Awards towards cost of removing pollution	Amount of Awards
1967	54	£13,994	5	£342
1968	57	£8,363	10	£723
1969	65	£14,460	5	£792

Two of the convictions in 1969, involving fines totalling £625, resulted from prosecutions brought by the Board of Trade; all the others resulted from prosecutions brought by harbour authorities.

THURSDAY, OCTOBER 29

Jumbo jets

Asked to hold an inquiry into the failures of 747 Jumbo jets operated into and out of British airports, with particular reference to engine failures, Mr. Noble said: 'I do not consider there are grounds for any general inquiry by the Department but the circumstances of the incident at Heathrow on October 27 are being looked into by the Accidents Investigation Branch. The Air Registration Board is keeping in close touch with the United States Federal Aviation Agency and the engine manufacturers on the question of engine reliability in Boeing 747 aircraft.'

Release dates of economic statistics

THE FOLLOWING answer was made by Mr. Edward Heath, the Prime Minister, on October 29 in reply to a written question about the release of official economic statistics:

'At my request, the Central Statistical Office is undertaking a review, with the statistics divisions of the departments concerned, of the publication procedures for all major economic series to ensure that they are published with the minimum delay. The Central Statistical Office will publish each month and in advance a list of expected release dates for all of these series. The first such publication will be issued today. I attach great importance to these developments and I have asked the Director of the Central Statistical Office to proceed with them as quickly as possible.'

Following is the list issued by the Central Statistical Office on behalf of the Government Statistical Service on October 30 as a guide to the dates of release of major economic series in November. The dates are those which departments, or other organizations concerned, are aiming at and would normally expect to meet. Exceptionally, there may be a delay resulting from unavoidable statistical problems of collection and compilation. Further inquiries about these series should be addressed to the source named.

Date	Series	Method of release†	Source
November			
2	National food survey report on consumption (2nd quarter)	PN	MAFF
	Car and commercial vehicle production (September)	PN	DTI
3	Official currency reserves (end October)	PN	Treasury
	London clearing banks monthly statement (October)	PN	CLCB
	Weekly fuel statement	PN	DTI
4	Registered unemployed (final figures October)	PN	Dept. of Emp.
	Employment in production industries (September)	PN	Dept. of Emp.
	Overtime and short-time working in manufacturing industries (September)	PN	Dept. of Emp.
9	Hire purchase and other instalment credit business (September)	PN	DTI
	Retail trade (September)	PN	DTI
10	Weekly fuel statement	PN	DTI
11	Number of foreign visitors to Britain (September)	PN	DTI
12	Finished steel receipts, consumption and stocks (provisional figures 3rd quarter)	PN	DTI
	Pig iron and crude steel production (October)	PN	DTI
16	Turnover of the motor trades (September)	PN	DTI
	Turnover of the catering trades (September)	PN	DTI
	United Kingdom overseas trade (October)	PN	DTI
17	Weekly fuel statement	PN	DTI
18	Construction – new orders (September)	PN	MPBW††
	Wholesale price index numbers (October)	Trade and Industry	DTI
19	Registered unemployed (provisional figures November)	PN	Dept. of Emp.
	Unfilled vacancy statistics (November)	PN	Dept. of Emp.
	Basic rates of wages and normal weekly hours (end October)	PN	Dept. of Emp.
21	Retail price index (October)	PN	Dept. of Emp.
23	New vehicle registrations (October)	PN	MOT††
24	Weekly fuel statement	PN	DTI
	Engineering industries – deliveries and orders (September)	PN	DTI
25	Bricks and cement production (October)	PN	MPBW††
	Capital issues and redemptions (October)	Fin. Stats.	Bank of England
	Central government borrowing requirement (October)	Fin. Stats.	CSO
26	Housing starts and completions (October)	PN	MHLG††
	Housing improvements grants (October)	PN	MHLG††
	Stoppages arising from industrial disputes (October)	Gazette	Dept. of Emp.
	Monthly index of average earnings (September)	Gazette	Dept. of Emp.
30	Car and commercial vehicle production (October)	PN	DTI
	Consumers' expenditure (second preliminary estimate 3rd quarter)	Economic Trends	CSO

† PN = Press Notice

†† To become Department of the Environment

Government surplus sales

MINISTRY OF DEFENCE

1970	Stores	Location	Auctioneers
November 11	Miscellaneous stores	Auctioneers premises	Woolland, Son & Manico (Dept. L), St. Andrews Cross, Plymouth (Tel. 0752 69292)

Carpets; greatcoats; duffel coats; raincoats, trousers and blouses; vests; jerseys; overalls; kit and travelling bags; blankets; sheets; counterpanes; towels; table cloths; white ticking; cotton and woollen rags; mattresses; tentage; webbing; underpants; white tropical shorts; 5 PLASTIC SHEETS 160 ft. by 90 ft.; corrugated fibre boards; cork insulation; miscellaneous aluminium and wooden furniture; tubular stacking chairs; aluminium kitchen ware; tyres; wooden and steel boxes; safes; miscellaneous vehicle spares; electrical and wireless equipment; 12 tons of nuts, bolts and screws; drills various; binoculars; compasses; clocks; watches; lanterns; steel stacking bays; 20-ton Tangye and other hydraulic jacks; 2 diesel fork lift trucks; grinding machines; winches; compressors; boilers; pneumatic hoist; X-ray unit; scrap metals; Elsan closets; 5-tons paint and grease, etc.; also Austin van and Fordson van.

November 17-19	Heavy duty road making and commercial and private vehicles	Ordnance Storage & Disposal Depot, Ruddington, Notts.	Walker, Walton & Hanson (Dept. L), Byard Lane, Bridlesmith Gate, Nottingham (Tel. 54272)

Heavy duty trucks by AEC and Leyland; Scammell breakdown trucks; excavators; mobile cranes; fork lift trucks; graders; dumpers; factory trucks; angledozers; agricultural tractors; hydraulic tippers; trailers (10 cwts-50-tons); refuellers; coaches; Thornycroft Antar 30-ton tractors; Morris Mini Minors; Minibuses; Pick-ups; Travellers; Bedford Utilecons and vans; Land Rovers; Ford Zephyrs; Anglias, Cortinas; Hillman Huskeys; Austin saloons; Gipsys, A35 vans; Vauxhall Victors, Vivas; Humber Hawks; motor cycles, etc.

November 24	Miscellaneous stores	Central Ordnance Depot, Bicester, Oxon	Midland Marts Ltd. (Dept. L), Market Square, Bicester, Oxon. (Tel. 08692 2073)

Miscellaneous clothing and textiles including, khaki greatcoats; BD trousers and blouses; blue dungaree overalls, various sizes; vests; drawers; shirts; poncho and groundsheets; mattresses; blankets; carpets; webbing packs; haversacks; scrap webbing, hessian, mixed rags; tubular stacking chairs; armchairs; dining chairs; dressing tables; filing cabinets; chests of drawers and other items of household and office furniture; fire fighting equipment including, Bedford Fire Tenders; Coventry Climax Featherweight pumps; delivery and suction hose; firemen's axes; shell and mine dressings; bandages; sisal and manila rope; Austin Gipsys; a few fork lift trucks; Caterpillar D4 tractors and spares; two 8-ton Tasker semi-trailers; oxyacetylene outfits; 5-ton ratchet jacks; wooden and steel pallets; vehicle spares; miscellaneous hand tools including large quantity of twist drills, various sizes; electrical equipment and spares; and many items of other general stores.

Catalogues of the above sales obtainable from relevant auctioneers about two weeks prior and up to the date of sale, price 1s. 0d. (postal order only)

SALE BY TENDER

MACHINE TOOLS

Rigid type, VS6, 6SP. 3-dimensional vertical miller; pillar, pedestal and radial drills; universal and tool grinders; centre lathes; universal millers; press brake; bending rolls; sheet metal and woodworking machines, etc. Located at Belfast, Larne and Londonderry, Northern Ireland. Permission to view on presentation of Tender Form only, obtainable from Ministry of Defence, Directorate of Sales (Suppy), Sales (S) 6 a iv, First Avenue House, High Holborn London, WC1V 6HE. Tenders must be returned by 10 a.m., December 2, 1970.

Surplus Marine Equipment – Competitive tenders are being invited for the purchase of large quantities of surplus mooring equipment comprising anchors, cables, buoys, floats and steel wire nets, etc., lying at a Depot in Scotland.

Applications for further particulars, Conditions of Sale and Tender Forms should be made immediately to the Director General of Defence Contracts, Section DC22 (1), Ensleigh, Bath, BA1 5AD (Tel. Bath 6933, Ext. 4748)

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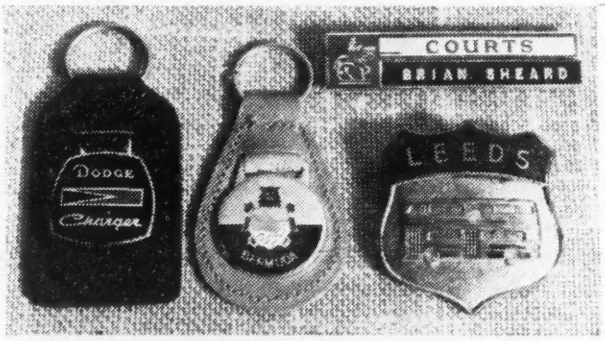

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Statistics

The economy: selected indicators

Series expressed as index numbers and seasonally adjusted except where shown otherwise

Symbols used in all statistical tables are:—
.. not available
– nil or less than half the final digit shown
p provisional
r revised
* five week period
ø fifty-three week period

	Gross Domestic Product (Expenditure estimates)	Index of Industrial Production	Consumers' Income and Expenditure				Fixed Capital Expenditure					Increase in Stocks			
							Total	Selected Components				Total	Selected Components		
			Personal disposable income	Total consumers' expenditure		Retail sales		Manufacturing industry	Distributive and service industries	Dwellings	Public sector excluding dwellings		Manufacturing industry	Wholesalers	Retailers
	at 1963 prices		at current prices		at 1963 prices	at 1966 prices	at 1963 prices					at 1963 prices			
Base of index	1963	1963	1963	1963	1963	1966	1963	1963	1963	1963	1963				
£m. in base year	26,758		21,758	20,087	20,087	11,372	4,907	1,070	994	944	1,752	Series in £ million			
1964	105	108·3	107	107	103	..	117	113	120	124	113	640	411	93	46
1965	108	111·7	115	114	105	..	121	124	119	127	117	385	263	47	31
1966	110	113·2	122	121	108	100	124	128	115	128	125	254	143	25	17
1967	112	113·9	127	126	110	101	133	124	122	138	142	184	–37	13	22
1968	116	119·8	135	135	112	104	140	130	143	145	142	157	23	75	41
1969	117	122·9	143	142	113	103	138	135	146	130	130	276	194	–17	36
1968															
2nd quarter	114	118·8	133	132	110	102	137	123	135	147	142	71	39	26	– 9
3rd quarter	116	120·7	135	135	112	103	138	129	143	142	138	88	53	13	9
4th quarter	118	122·3	138	138	113	104	145	146	159	143	139	116	46	25	20
1969															
1st quarter	115	121·8	140	138	111	102	132	124	136	135	134	96	104	1	9
2nd quarter	116	123·3	141	141	113	104	133	136	145	129	127	65	33	– 3	—
3rd quarter	118	123·2	143	144	113	103	136	141	152	130	128	23	–12	– 6	10
4th quarter	119	123·5	147	146	114	103	136	140	152	127	131	92	70	– 9	16
1970															
1st quarter	117	123·7	149	148	114	103	132	138	140	115	131	–25	45	– 7	–41
2nd quarter	119	122·8	154	153	116	104	140	145	156	120	136	68	33	8	7
1970															
February		124				104									
March		125				103									
April		125				103									
May		121				105									
June		123				105									
July		123 p				104									
August		125 p				105									

	Orders	Prices and Costs				Labour			Trade		Balance of Payments current balance
	Engineering industries orders on hand (end period)	Retail price Index		Wholesale price index non-food manufacturing industry		Basic hourly wage rates (all industries and services)	Wholly unemployed excluding school leavers	Unfilled vacancies for adults	Civil employment	Imports	Exports	
	at 1963 prices	Index†	% increase on year earlier	Basic materials and fuel used†	Manufactured products: home sales†		Mid-month or monthly average		Quarter or quarterly average	at current prices		
Base of index	Dec. 1963	16 Jan. 1962		1963	1963	31 Jan. 1956				1963	1963	series in
£m. in base year							Series in thousands			4,983	4,365	£ million
1964	119	107·0	*3·3*	103·9	101·9	148·6	362	221	24 566	114	105	–395
1965	123	112·1	*4·8*	106·8	104·6	157·9	308	265	24,785	115	113	– 77
1966	118	116·5	*3·9*	110·2	107·3	168·5	323	255	24,834	119	122	43
1967	108	119·4	*2·5*	108·4	108·2	175·3	512	174	24,475	129	126	–312
1968	108	125·0	*4·7*	120·5	112·4	187·3	541	188	24,331	159	150	–319
1969	117	131·8	*5·4*	125·0	115·9	197·4	535	200	24,308	167	169	416
1968												
3rd quarter	104	125·7	*5·6*	119·3	112·8	187·7	547	189	24,292	161	154	– 27
4th quarter	108	127·2	*5·6*	120·4	113·1	191·0	532	202	24,348	160	159	– 63
1969												
1st quarter	111	129·7	*6·2*	122·3	114·1	194·7	532	198	24,364	163	159	13
2nd quarter	119	131·8	*5·4*	124·2	115·1	195·6	519	202	24,340	169	167	76
3rd quarter	116	132·0	*5·0*	126·1	116·5	197·8	547	200	24,268	168	173	153
4th quarter	117	133·7	*5·1*	127·3	118·0	201·6	544	199	24,258	169	177	174
1970												
1st quarter	119	136·2	*5·0*	130·1	120·6	209·0	561	192	24,280	172	180	153
2nd quarter	123	139·5	*5·8*	129·2	123·6	213·8	563	187		183	182	53
3rd quarter		141·1	*6·9*	126·8 p	125·5 p	219·0	592	185		177 p	175 p	
1970												
April	119	139·1	*5·6*	130·4	122·9	211·8	567	188		180	187	
May	119	139·5	*6·1*	129·3	123·6	214·3	560	187		176	174	
June	123	139·9	*5·9*	128·0	124·2	215·4	561	187		192	185	
July	124 p	140·9	*6·7*	127·5	125·0	217·1	593	186		143	185	
August	126 p	140·8	*6·8*	120·6 p	125·6 p	219·3	593	184		195	140	
September		141·5	*7·0*	126·8 p	126·0 p	220·5	589	187		192 p	199 p	
October							576 p	184 p				

† Not seasonally adjusted

UNITED KINGDOM TRADE

New form of presentation for monthly trade figures

The monthly figures of United Kingdom trade, starting with those for January, 1971, to be published in February, are to be set out in a new form. The intention is to make it easier to relate visible trade to the current account of the balance of payments. The totals of exports and imports will both be shown f.o.b. and on the same basis as in the quarterly balance of payments and the monthly announcements will show how these totals are derived from the trade statistics. This article describes why the changes are being made, what they mean and how the figures are obtained.

THE MONTHLY ANNOUNCEMENT of the trade figures by the Department of Trade and Industry is taken, both at home and abroad, as an important indicator of the country's performance in paying its way, i.e. of the current balance of payments. For this reason the summary of the figures in each monthly announcement has for some time been prepared with a view to showing how the trade figures relate to the current balance. A figure for the visible trade balance has been given and estimates of the current level of net invisible earnings have been included, so that a broad indication of the current balance can be obtained.

The trade figures as published in the *Overseas Trade Statistics* are, however, not altogether suitable for this purpose. Adjustments have to be made to derive from them the figures needed for the current account of the balance of payments, which aims so far as possible to record the value of goods changing ownership as between United Kingdom and non-United Kingdom residents†. The adjustments to be made to the figures in the *Overseas Trade Statistics* take the form of amendments to the coverage and to the valuation.

An important example of the adjustments arises from the valuation of imports; these are recorded inclusive of insurance and freight (c.i.f.). Payments for freight and insurance, however, are made either to United Kingdom shipping and air carriers and insurance companies, in which case no international payment is involved at all, or to foreign companies, in which case the amounts are counted as a debit item for services in the 'invisible' account. To get the value of imports on the f.o.b. basis as used in the balance of payments (and on the same basis as exports), the element of freight and insurance in their recorded value has to be subtracted.

Although this point has often been explained, it has puzzled many people to find that on occasion the visible trade balance in the monthly figures has shown a surplus when the import figure, at the c.i.f. valuation, was substantially greater than that for exports. In the new presentation, this difficulty will disappear.

Other adjustments have to be made so as to bring into the figures the value of trade, in such things as secondhand ships and aircraft, which is not covered by the trade statistics. At the same time deductions have to be made from the value recorded in the trade statistics to allow for goods which do not involve payments; examples are goods owned abroad which are sent here for processing (e.g. some textiles) or repair (machinery and aero-engines) and then returned to their owners. The customs documents show their full value when they pass through the ports but the only payment involved is the much smaller amount due for the work that has been done on them.

Apart from these adjustments, one other change is being made to the import figures in the new form to simplify the presentation, namely, payments (to the manufacturers) for military aircraft being imported from the United States will be included in the import total. Previously these have been allowed for as a separate item in the current account of the balance of payments. In recent years this element was of particular significance but it is now much smaller.

In the new presentation the main seasonally adjusted totals for exports and imports will be those after the above adjustments have been made. Thus, both exports and imports will be quoted f.o.b. and will be on a comparable basis with each other and the same as in the quarterly balance of payments. By simple subtraction, they will give the 'visible balance'. (The difference between the 'visible balance' and the 'visible trade balance', which at present appears in the announcement on these figures, is explained below.)

For both imports and exports the discussion of trends in trade as a whole will be in terms of the new totals, that is, the figures adjusted to a balance of payments basis. The analysis of the area and commodity pattern of trade will, however, continue to be in terms of figures on the basis of the 'Overseas Trade Statistics' because it is not practicable to apply the necessary adjustments to all the detailed figures.

The remainder of the article shows in fuller detail how the various adjustments are made to bring the trade figures to a balance of payments form. The tables show figures on the new basis.

It should be noted that the full statistical information on trade recorded by Customs will continue to be given and the *Overseas Trade Statistics* will remain in their present form. The change in the press release is being made in the belief that commentators

†The traditionally named balance of payments current account is not in fact an account of payments, but of transactions. In overseas trade, for example, payments are often lagged because credit is given. Changes in credit outstanding, for exports and imports, are allowed for elsewhere – among investment and capital flows – in the balance of payments statistics.

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and the public generally will find the new presentation, especially of the summary, clearer and more useful as an indication of the contribution of visible trade to the current balance of payments, while those interested in the commodity or area patterns of trade will continue to find this information in the more detailed tables.

Visible balance

The visible balance summarizes, in one figure, the net position on visible trade. Furthermore, it is on a basis which can be directly related to the remainder of the balance of payments accounts. In particular, when considered along with the total for invisibles a picture of the outcome on the current account as a whole can be obtained.

The visible balance (see Table 1) is the simple difference between the figures shown for exports and imports, both of which are on a balance of payments (f.o.b.) basis. It differs from the 'visible trade balance' in that it takes into account payments for United States military aircraft, which are included in the new import total (see below). It takes into account the net adjustments for special influences which affected the recording of exports in 1969 and earlier and which are incorporated in the export total (see below). Hitherto the monthly announcement has shown only the visible trade balance, while the quarterly balance of payments statistics have shown both balances. It is proposed to simplify the reporting by striking only the visible balance.

Exports

The derivation of the new export total from the seasonally adjusted total on the basis of the 'Overseas Trade Statistics' is shown in broad outline in Table 2. The figures given in column 1 of Table 2 have been obtained by applying seasonal adjustment procedures to the recorded totals in the *Overseas Trade Statistics*.

The main adjustments to convert them on to the basis used in the balance of payments are those shown in the second column of Table 2, relating to the coverage of the statistics. The value of some goods exported but not included in the *Overseas Trade Statistics*, e.g. secondhand ships and aircraft, certain atomic energy materials, exports by letter post, has to be brought into the account. On the other hand, the value of some goods exported, which are included in the *Overseas Trade Statistics* but which undergo no change of ownership as between United Kingdom and non-United Kingdom residents, has to be excluded; examples are goods exported by NAAFI for the use of United Kingdom Forces abroad, returned goods, goods for processing and repair, and certain British components, such as aero engines, which are sent to the United States for incorporation in military aircraft for supply to the United Kingdom. The value of the adjustments, in terms of monthly averages for 1969, is illustrated in Table A. Additional information about these adjustments is given in the annual 'Pink Book' *United Kingdom Balance of Payments*, published by HMSO, on behalf of the Central Statistical Office.

Table A. Exports – adjustments to balance of payments basis

Monthly averages (£ million)

	1969
Secondhand ships and aircraft	+ 4·4
NAAFI	– 1·2
Returned goods	– 12·9
Goods for process and repair	– 18·3
Engines for United States military aircraft	– 1·2
Other	+ 2·4
	– 26·8

The figures in the third column of Table 2 represent a net allowance for special factors which affected the recording of exports before November 1969. For a note on the allowance and factors see page 1392 of the *Board of Trade Journal* of May 20, 1970.

The figures in the fourth column of Table 2, on the basis followed in the balance of payments statistics, are obtained by applying the adjustments in the previous two columns to the figures in the first column and are the figures included in Table 1.

Imports

The new figure for total imports is arrived at by the adjustments shown in broad outline in Table 3. The figures on an *Overseas Trade Statistics* basis have been obtained by applying seasonal adjustment procedures to the recorded import totals as compiled by Customs.

The largest adjustment is the deduction for freight and insurance. The value of these two items is included in the c.i.f. valuation of imports in the *Overseas Trade Statistics*. Rather more than half the payments for freight are to British businesses and are therefore domestic transactions not entering the balance of payments account; the remainder, payable to foreign residents, is included as a debit in the invisibles account and therefore should not also be included in visible trade. Much of the insurance is underwritten in London; the amount of insurance paid to foreign businesses is included in the invisibles account of the balance of payments.

There are also other, smaller, adjustments to the recorded values of imports. One is to allow for 'uplift', an addition made by Customs to the transaction value of imports in cases where this value, for example in respect of goods traded between related companies, is below the value which would apply in an arm's-length transaction; the value inclusive of uplift is that used in the *Overseas Trade Statistics* and a deduction for uplift must therefore be made to obtain the transaction value which is the value required for the balance of payments.

The adjustments for United States military aircraft follow the practice of the balance of payments statistics. The value of arrivals in the month is deducted and the value of payments made in the month added. Deliveries have almost been completed but payments are expected to continue for some time. A full description of the treatment of these aircraft in the balance of payments is given in the 'Pink Book'.

The combined amount of the valuation adjustments is shown in the fourth column of Table 3.

In addition, coverage adjustments have to be made in the case of imports on similar lines to those for exports. Certain items which are not covered in the *Overseas Trades Statistics* have to be brought into the value of imports on a balance of payments basis. These include secondhand ships and aircraft; new ships built abroad for United Kingdom owners and delivered in the first place at overseas ports; and imports of certain atomic energy materials. Against this, deductions are necessary in respect of imports where no change of ownership is involved, e.g. returned goods and goods for process and repair in the United Kingdom. (For the latter, the value deducted from imports is also subtracted from the value of exports; when they leave the country these goods are valued inclusive of the work done on them in the United Kingdom and the net value included in the balance of payments is the value of the work done.)

Figures for the main valuation and coverage adjustments to imports are given in Table B. Further information about them appears with that on the adjustments to exports in the 'Pink Book'.

Table B. Imports – adjustments to balance of payments basis

Monthly averages (£ million)

	1969
Valuation adjustments:	
Freight and insurance (inclyding port charges)	– 65·3
Other	– 3·0
	– 68·3
Coverage adjustments:	
Second hand ships and aircraft	+ 2·6
Ships purchased and delivered abroad	+ 12·9
Returned goods	– 12·9
Goods for process and repair	– 18·3
Other	+ 1·8
	– 13·9

(*Continued on next page*)

INDEX OF REGULAR STATISTICS

When did Trade and Industry *last publish an article on the chemical industry? Which issue gives the latest figures on United Kingdom overseas trade, engineering production, hire purchase, wholesale prices, etc.?*

An index of the date on which all regular statistical articles were last published will be found on the page following contents page.

NEW FORM FOR TRADE FIGURES. *continued*

Table 1. Visible trade on balance of payments basis

Seasonally adjusted values (†) £ million per month

	Exports (‡) fob	Imports (§) fob	Visible balance
1968	523	576	− 54
1969	588	600	− 12
1968 1st quarter	511	565	− 54
2nd quarter	492	566	− 74
3rd quarter	537	585	− 49
4th quarter	552	589	− 38
1969 1st quarter	551	592	− 41
2nd quarter	578	599	− 21
3rd quarter	607	598	+ 9
4th quarter	618	612	+ 6
1970 1st quarter	630	621	+ 9
2nd quarter	634	662	− 29
3rd quarter	610	641	− 31
April	646	654	− 7
May	608	639	− 31
June	646	694	− 48
July	652	519	+134
August	483	717	−233
September	696	688	+ 8
April-June	634	662	− 29
July-September	610	641	− 31

(†) Components and totals are rounded independently
(‡) Includes balance of payments adjustments and allowances for factors affecting recording (See table 2)
(§) Includes payments for United States military aircraft and other balance of payments adjustments (See Table 3)

INDEX INQUIRIES

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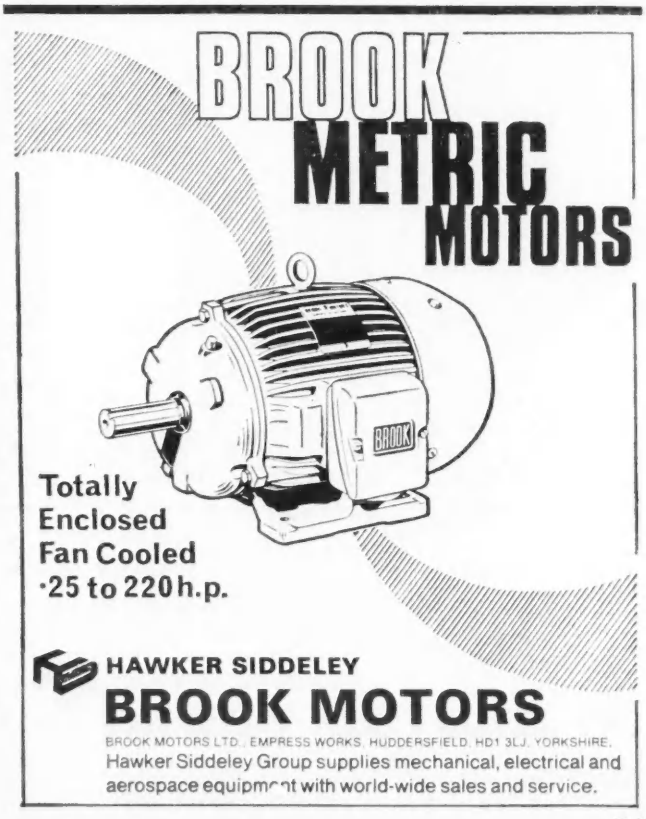

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Table 2. Exports

Seasonally adjusted values (†) £ million per month

	Overseas Trade Statistics basis (fob)	Coverage adjustments (‡)	Net allowance for factors affecting recording (‡)	Balance of payments basis (fob)
1968	536	−24	+11	523
1969	612	−27	+ 4	588
1968 1st quarter	521	−21	+11	511
2nd quarter	506	−25	+10	492
3rd quarter	551	−25	+11	537
4th quarter	567	−26	+11	552
1969 1st quarter	565	−26	+12	551
2nd quarter	596	−30	+12	578
3rd quarter	637	−24	− 6	607
4th quarter	648	−27	− 3	618
1970 1st quarter	656	−27	—	630
2nd quarter	662	−28	—	634
3rd quarter	634	−25	—	610
April	679	−34	—	646
May	633	−25	—	608
June	672	−27	—	646
July	675	−23	—	652
August	508	−25	—	483
September	724	−28	—	696
April-June	662	−28	—	634
July-September	634	−25	—	610

(†) Components and totals are rounded independently
(‡) See text

Table 3. Imports

Seasonally adjusted values (†) £ million per month

	Overseas Trade Statistics basis	Adjustments to balance of payments basis (‡)				Balance of payments basis
		US military aircraft		Freight, insurance and other valuation adjustments	Coverage adjustments	
		Arrivals	Payments			
	(cif)					(fob)
1968	658	−12	− 9	−66	−13	567
1969	693	−16	− 5	−68	−14	600
1968 1st quarter	647	− 7	+ 8	−67	−17	565
2nd quarter	642	− 8	− 10	−66	−12	566
3rd quarter	666	−12	− 12	−66	−14	585
4th quarter	678	−21	+ 7	−64	− 9	589
1969 1st quarter	676	−17	+ 11	−68	−10	592
2nd quarter	700	−22	+ 5	−68	−16	599
3rd quarter	695	−16	+ 1	−68	−14	598
4th quarter	700	− 8	+ 3	−68	−16	612
1970 1st quarter	714	− 2	—	−71	−19	621
2nd quarter	758	− 3	—	−76	−16	662
3rd quarter	734	− 1	+ 2	−79	−14	643
April	748	− 2	—	−75	−17	654
May	730	− 3	—	−72	−16	639
June	797	− 4	—	−82	−17	694
July	595	− 1	+ 1	−64	−13	519
August	809	− 0	+ 5	−87	−10	717
September	795	− 1	+ 0	−86	−20	688
April-June	758	− 3	—	−76	−16	662
July-September	734	− 1	+ 2	−79	−14	641

(†) Components and totals are rounded independently
(‡) See text

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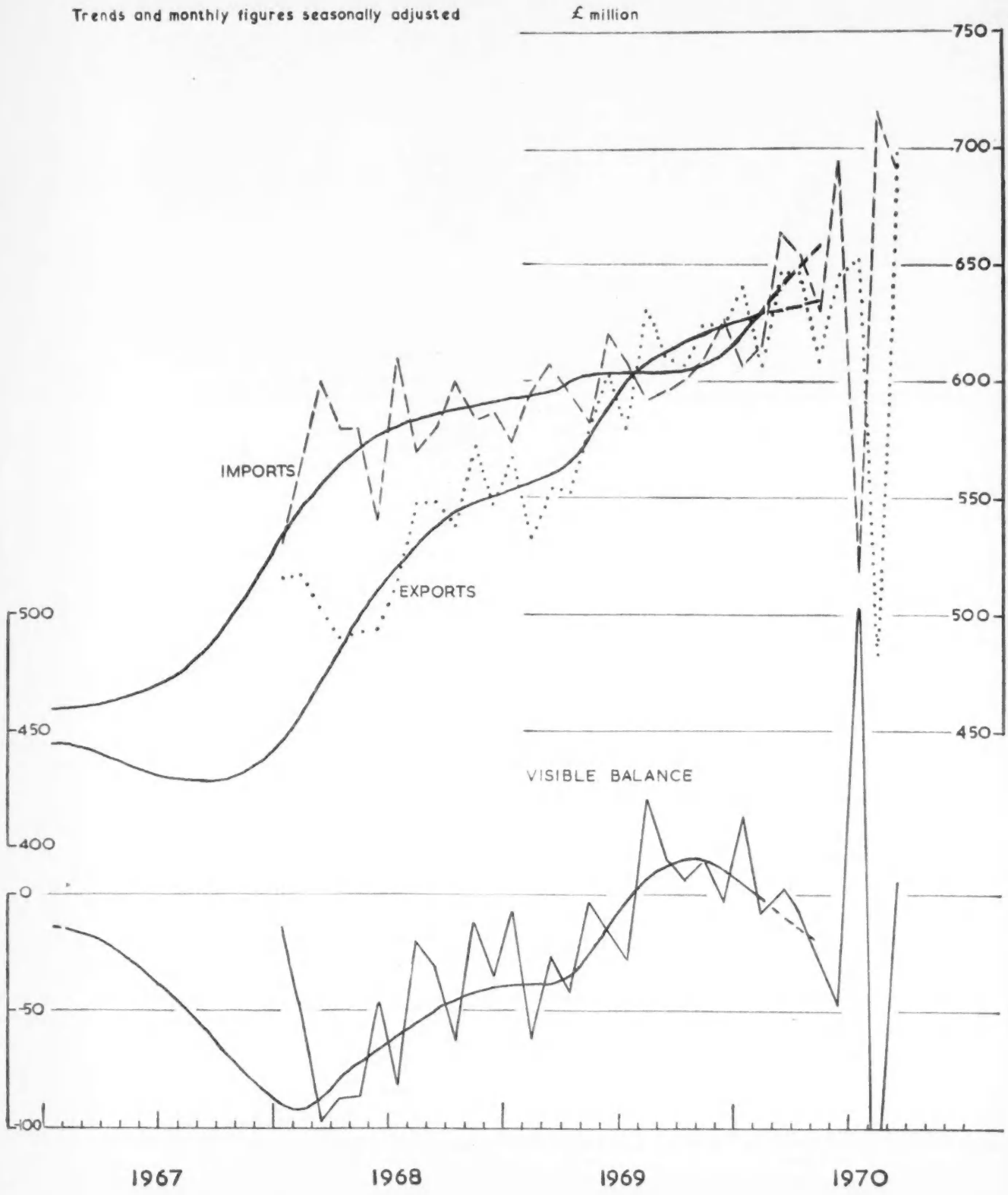
EXPORTS & IMPORTS F.O.B.



United Kingdom trade in the third quarter of 1970

Provisional figures for United Kingdom trade in September were published on October 14, and an article appeared in Trade and Industry *dated October 21. The usual article on unit values will be published later this month.*

Summary

VISIBLE TRADE in the third quarter was distorted by the dock strike at United Kingdom ports in the second half of July. The figures for all three months were affected. Imports were markedly reduced in July but quickly recovered in August and remained high in September as some arrears were made good. The export figure for July, owing to the different procedure for export documents (see Note 2 (e)), was unaffected; the fall came in August and the recovery in September. The run of figures clearly indicates that a greater backlog of exports than imports remains to be made good in coming months.

Over the quarter as a whole there was a deficit on visible trade averaging £29 million a month. Because of the distortions, the figures give no clear guidance to the underlying trend and the usual detailed quarterly analysis of trends in exports and imports has not been made. With the surplus on invisibles estimated by the Central Statistical Office to have been running recently at rather over £40 million a month, the current account in the third quarter was in moderate surplus.

Exports

The value of exports in the third quarter averaged £634 million a month, seasonally adjusted. This figure was affected by the interruption and delays to the movement of exports caused by the dock strike. A considerable backlog of delayed exports remained at the end of September, and the making good of shipments is likely to be spread over the coming months. In the second quarter exports averaged £662 million a month.

TABLE 1A

Seasonally adjusted values — £ million per month.

	Exports f.o.b.§	Imports c.i.f.		Visible trade balances§†
		Total	Excl. US military aircraft, etc.	
1968	547 (536)	658	646	− 44 (− 55)
1969	615 (612)	693	677	− 7 (−10)
1968 1st quarter	532 (521)	647	641	− 47 (− 57)
2nd quarter	516 (506)	642	633	− 64 (− 74)
3rd quarter	562 (551)	666	654	− 37 (− 48)
4th quarter	578 (567)	678	657	− 31 (− 42)
1969 1st quarter	577 (565)	676	659	− 30 (− 41)
2nd quarter	608 (596)	700	678	− 16 (− 28)
3rd quarter	631 (637)	695	680	+ 10(+ 16)
4th quarter	645 (648)	700	693	+ 9 (+13)
1970 1st quarter	656	714	712	+ 9
2nd quarter	662	758	755	− 29
April	679	748	745	− 7
May	633	730	727	− 31
June	672	797	792	− 48
July	675	595	595	+134 **p**
August	508	809 **r**	809 **r**	− 228 **p r**
September	724	795	795	+ 8 **p**
April-June	662	758	755	− 29
July-September	634	734	733	− 29

† Excluding transactions relating to United States military aircraft financed by Exim bank credit. (See note. 2 (b))
§ Including adjustments for special factors affecting the recording of exports; figures excluding the adjustments are shown in brackets.
p Provisional estimates.
r Revised estimates.

Export unit values rose by about 1½ per cent between the second and third quarters.

Imports

Imports in the third quarter averaged £733 million a month (seasonally adjusted and excluding United States military aircraft). The figure was affected by the dock strike. A substantial part of the shortfall of imports in July appeared to have been made good in August and September, and some consignments had probably been accelerated to arrive in June before the strike commenced. Some further backlog is likely to arrive in the next month or two. In the second quarter imports averaged £755 million a month.

Visible trade balance

There was a deficit on visible trade averaging £29 million a month (seasonally adjusted and excluding United States military aircraft) in the third quarter. This figure is affected by the distor-

TABLE 1B. Three-monthly averages†

Seasonally adjusted values — £ million per month

1969 October	641	693	680	+ 20
November	640	695	686	+ 13
December	645	700	693	+ 9
1970 January	653	698	694	+ 19
February	647	704	702	+ 10
March	656	714	712	+ 9
April	662	732	730	− 5
May	661	736	734	− 12
June	662	758	755	− 29
July	660	710	708	+ 19
August	618	734	732	− 47
September	634	734	733	− 29

† Average of month shown and two preceding months. (See note. 2 (c))

TABLE 1C

Recorded values — £ million per month

	Exports f.o.b.†	Imports c.i.f.	
		Total	Excl. US military aircraft, etc.
1968 1st quarter	522·3	665·1	658·6
2nd quarter	522·3	646·1	637·6
3rd quarter	524·3	649·3	636·9
4th quarter	575·7	672·0	650·8
1969 1st quarter	555·5	687·2	670·9
2nd quarter	618·8	706·0	684·1
3rd quarter	611·3	676·7	661·2
4th quarter	660·9	701·7	694·1
1970 1st quarter	649·5	715·4	713·5
2nd quarter	688·0	785·0	781·8
3rd quarter	608·5	719·3	718·8
July	701·6	632·0	631·4
August	456·2	737·2	737·0
September	672·9 **r**	796·2 **r**	795·4 **r**

† No adjustment has been made in this table for special factors affecting the recording of exports.

Table 1D. Changes in value, volume and unit values of exports and imports
Seasonally adjusted except unit values monthly averages

	Exports f.o.b.			Imports c.i.f. excluding US military aircraft, etc.			Terms of trade§
	Value	Volume Index	Unit Value Index	Value	Volume Index	Unit Value Index	
	£m.	1961 = 100		£m.	1961 = 100		1961 = 100
1967							
1st qtr.	465	*128*	*114*	524	*132*	*108*	*105*
2nd qtr.	443	*123*	*114*	525	*133*	*107*	*106*
3rd qtr.	438	*119*	*115*	515	*126*	*108*	*106*
October			*116*			*110*	*105*
4th qtr.	398	*106*	*116*	566	*134*	*113*	*103*
1968							
1st qtr.	521	*134*	*121*	641	*144*	*120*	*101*
2nd qtr.	506	*130*	*123*	633	*141*	*121*	*102*
3rd qtr.	551	*139*	*125*	654	*144*	*122*	*103*
4th qtr.	567	*140*	*126*	657	*144*	*123*	*103*
1969							
1st qtr.	565	*138*	*128*	659	*143*	*124*	*103*
2nd qtr	596	*148*	*128*	678	*146*	*125*	*102*
3rd qtr.	637	*158*	*128*	680	*146*	*127*	*101*
4th qtr.	648	*157*	*129*	693	*147*	*129*	*100*
1970							
1st qtr.	656	*157*	*131*	712	*151*	*131*	*100*
2nd qtr.	662	*156*	*134*	755	*158*	*132*	*101*
3rd qtr.	634	*148* p	*136* p	733	*151* p	*132* p	*103* p
% increase Oct. 1967-3rd qtr. 1970			*18* p			*20* p	*– 3* p

§ Export Unit Value Index as percentage of the Import Unit Value Index.
p Provisional estimates based largely on information up to August.
Firm figures for September and the kind quarter will be published in *Trade and Industry* later this month.

EXPORT HANDBOOKS

The Department of Trade and Industry has issued four Export Handbooks – 'Services for British Exporters', 'ECGD Credit Insurance and Financial Support Services', 'Organization for Overseas Marketing' and 'Agency Legislation and Practice Abroad'. Together they contain over 300 pages of information that every exporter should have. To get as many free copies of these four Handbooks as you require for day-to-day use by your export staff, write now to Information Division, United Kingdom Publicity Section (707), DTI, 1 Victoria Street, London, S.W.1.

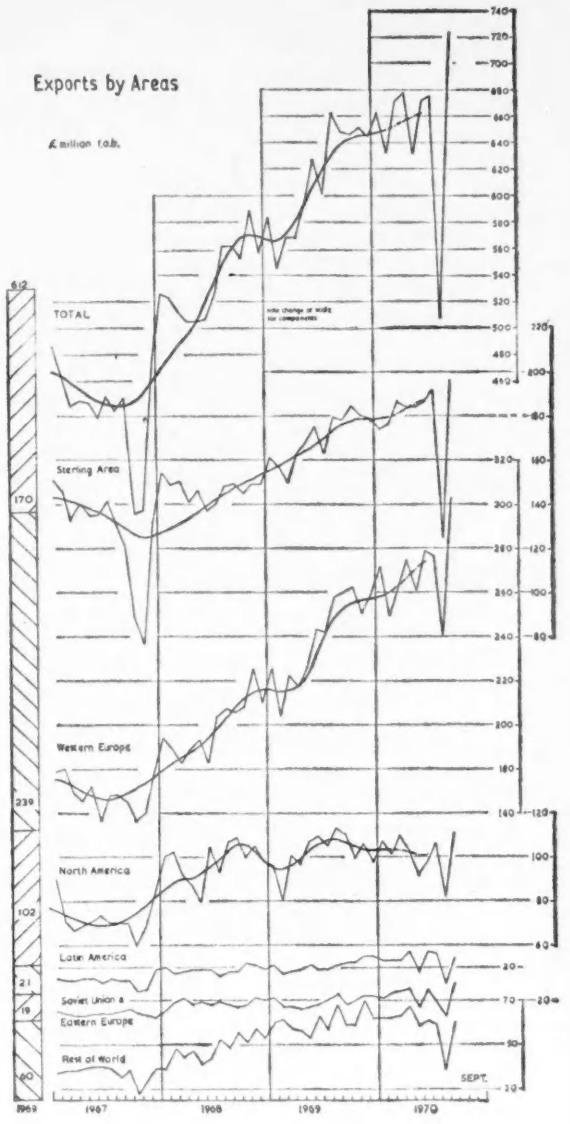


Table A. United Kingdom exports: areas

Seasonally adjusted values £ million f.o.b. per month

	1969			1970						
	Year	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	July	Aug.	Sept.	2nd qtr.	3rd qtr.
STERLING AREA	170	173	181	180	184	191	125	196	184	171
Australia	27	26	29	29	29	27	14	26	29	23
New Zealand	10	10	11	10	11	13	5	11	11	10
Republic of South Africa	24	25	26	26	27	34	20	28	27	28
Irish Republic	28	28	30	30	31	31	31	33	31	32
WESTERN EUROPE	239	253	257	262	272	276	240	303	272	271
EEC	128	133	139	139	144	145	133	158	144	145
EFTA	90	95	96	102	106	106	90	118	106	103
Other	22	23	23	23	22	24	15	24	22	21
NORTH AMERICA	102	109	102	107	98	106	82	111	98	100
USA and Dependencies	76	81	78	82	76	81	60	80	76	74
Canada	26	28	24	24	22	24	22	31	22	26
LATIN AMERICA	21	20	24	23	24	26	13	24	24	21
SOVIET UNION AND EASTERN EUROPE	19	20	21	23	22	19	13	28	22	20
REST OF WORLD	60	61	64	63	62	59	39	60	62	52
TOTAL	612	637	648	656	662	675	508	724	662	634

(Continued on next page)

UNITED KINGDOM TRADE, *continued*

tions to imports and exports; as already noted, greater arrears of exports from the third quarter remain to be made good than in the case of imports.

In addition to visible trade, the current account of the balance of payments includes net invisible earnings. These are estimated by the Central Statistical Office to have been running recently at rather over £40 million a month. The third element making up the full current account is the payment for United States military aircraft. These payments, which differ from the value of arrivals, averaged £2 million a month in the third quarter after being negligible in the first half of the year. The payments have been made largely out of corresponding loans from the Export-Import bank.

New presentation of trade figures

Attention is drawn to an article on page 130 of this issue about a new presentation, on a balance of payments basis, of the monthly trade figures, commencing with the figures for January 1971.

MOBILE DISPLAY VAN TOURS GERMAN BREWERIES

Grundy Group Export Ltd., sent their specially built mobile display van on a tour of nearly one hundred German breweries this autumn to demonstrate the complete Hueber/Grundy System. This comprises a semi-automatic washer/racking machine, metric aluminium Grundy kegs of 30, 50 and 100 litre capacity, and the well established Grundy extractor tubes and coupling heads which conform to the stringent German Standards Organization requirements (DIN). Pictured with the display van are Mr. R. Cooper (left), the driver and Mr. E. Roberts, sales manager of Grundy Group Export Ltd.

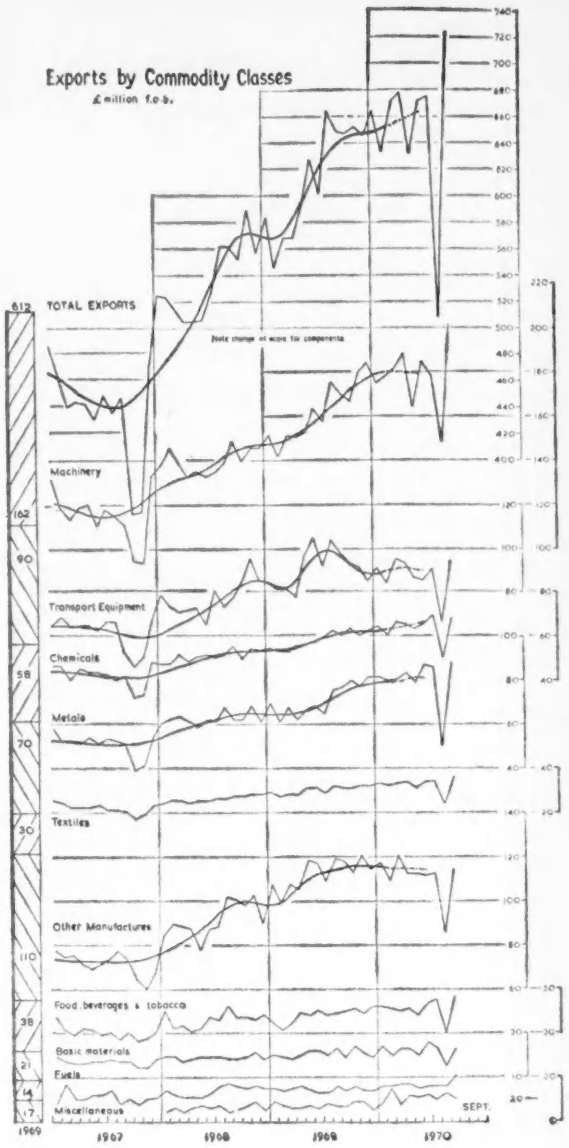


Table B. United Kingdom exports: commodity classes

Seasonally adjusted values — £ million f.o.b. per month

	1969			1970						
	Year	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	July	Aug.	Sept.	2nd qtr.	3rd qtr.
FOOD, BEVERAGES AND TOBACCO	38	39	41	41	41	45	30	47	41	41
BASIC MATERIALS	21	21	21	22	23	23	15	23	23	20
FUELS	14	14	15	16	16	16	16	21	16	17
MANUFACTURES	521	547	552	555	562	569	424	607	562	532
Non-electric machinery	122	126	133	132	132	133	112	149	132	131
Electric machinery	40	42	45	46	46	46	37	52	46	45
Road motor vehicles	66	70	66	70	67	73	50	71	67	64
Other transport equipment	24	25	24	22	22	16	13	19	22	16
Chemicals	58	60	62	63	64	69	50	67	64	61
Metals and miscellaneous metal manufactures	70	72	79	80	83	86	51	89	83	75
Textiles	30	31	32	33	33	34	24	36	33	31
Other	110	115	115	115	112	112	85	114	112	104
Clothing and footwear	12	13	13	13	13	14	11	14	13	13
Instruments	16	17	17	16	17	19	14	18	17	17
MISCELLANEOUS	17	17	18	21	22	20	23	21	22	21
TOTAL	612	637	648	656	662	675	508	724	662	634

Table 2
United Kingdom exports by areas and countries: Sterling Area
quarterly totals
seasonally adjusted figures are in brackets
percentage increase on a year earlier in italics £ million f.o.b.

	1st quarter 1970		2nd quarter 1970		3rd quarter 1970	
COMMONWEALTH EUROPE	13·9	*13*	14·3	*10*	13·3	*– 2*
Cyprus	6·2	*8*	6·0	*5*	6·6	*9*
OTHER WESTERN HEMISPHERE	32·2	*27*	33·7	*15*	30·3	*– 8*
Jamaica	8·7	*22*	9·5	*9*	8·6	*– 3*
Trinidad	6·9	*23*	6·6	*6*	6·2	*8*
AUSTRALASIA & PACIFIC	116·7	*9*	123·4	*9*	101·3	*–12*
Australia	85·7 [87]	*10*	87·0 [88]	*10*	70·0 [68]	*–14*
New Zealand	28·2 [29]	*2*	33·8 [32]	*10*	29·2 [29]	*– 5*
COMMONWEALTH ASIA	85·9	*10*	96·3	*13*	77·2	*– 8*
India	14·6	*– 9*	20·2	*6*	14·3	*– 8*
Pakistan	11·9	*– 7*	13·3	*—*	11·3	*– 8*
Ceylon	5·5	*–20*	5·0	*–28*	3·4	*–63*
Malaysia	13·7	*32*	16·2	*36*	12·7	*8*
Singapore	14·8	*44*	15·4	*26*	13·2	*3*
Hong Kong	24·3	*15*	25·2	*23*	21·8	*– 2*
COMMONWEALTH WEST AFRICA	38·5	*21*	40·6	*26*	36·4	*15*
Sierra Leone	3·2	*9*	3·2	*– 9*	2·2	*–37*
Ghana	9·5	*6*	11·0	*27*	8·0	*– 9*
Nigeria	25·2	*31*	25·9	*33*	25·8	*36*
OTHER COMMONWEALTH AFRICA	35·4	*17*	36·0	*– 2*	29·4	*—*
Zambia	7·8	*–11*	9·8	*3*	9·3	*10*
Malawi	2·1	*30*	1·7	*–24*	1·8	*11*
Tanzania	5·2	*12*	5·4	*23*	4·3	*2*
Kenya	15·8	*47*	13·9	*–13*	10·4	*– 4*
Mauritius	1·3	*5*	1·6	*32*	1·3	*10*
COMMONWEALTH MIDDLE EAST	13·4	*45*	13·5	*8*	12·7	*9*
Bahrain	4·2	*81*	5·2	*56*	7·0	*105*
NON-COMMONWEALTH MIDDLE EAST	21·1	*–14*	22·2	*–27*	18·5	*–42*
Libya	6·7	*–20*	6·8	*–51*	5·2	*–55*
Jordan	4·0	*– 6*	3·0	*–27*	2·6	*–31*
Southern Yemen	1·0	*–28*	1·2	*–31*	1·1	*–50*
Kuwait	8·0	*–13*	9·6	*1*	7·9	*–39*
OTHER STERLING AREA	169·4	*17*	182·6	*13*	172·6	*10*
Irish Republic	88·6 [91]	*19*	97·1 [94]	*12*	90·2 [96]	*10*
Iceland	1·8	*54*	2·3	*67*	2·4	*40*
Republic of South Africa	78·1 [77]	*15*	82·9 [81]	*13*	79·7 [83]	*11*
South West Africa	0·8	*128*	0·3	*47*	0·3	*–47*
TOTAL STERLING AREA	526·4 [539]	*14*	562·6 [553]	*9*	491·7 [512]	*– 3*

HINTS TO BUSINESSMEN

The 'Hints to Business Men' series of booklets, covering over 100 individual countries, provides useful information on such subjects as travel, hotels, climate, currency, public holidays, population, industries, economic factors, and summarizes the nature and extent of imports and export. Copies may be obtained free of charge by British businessmen who intend visiting any country on export business, on application to Export Services Division, Department of Trade and Industry, Hillgate House, 35 Old Bailey, E.C.4 (Tel. 01-248 5757, Ext. 7146).

Table 2 – continued
United Kingdom exports by areas and countries: Non-Sterling Area
quarterly totals
seasonally adjusted figures are in brackets
percentage increase on a year earlier in italics £ million f.o.b.

	1st quarter 1970		2nd quarter 1970		3rd quarter 1970	
NORTH AMERICA	293·5 [320]	*16*	304·1 [294]	*– 7*	298·3 [300]	*– 8*
Canada	65·8 [73]	*–10*	72·8 [67]	*–12*	75·9 [78]	*– 6*
United States & Deps.	227·6 [246]	*26*	231·3 [227]	*– 6*	222·4 [222]	*– 8*
WESTERN EUROPE	795·6 [787]	*21*	861·9 [817]	*18*	757·4 [813]	*7*
EFTA (including Finland)	305·5 [306]	*24*	336·6 [319]	*21*	289·3 [310]	*9*
Finland	29·0	*38*	33·9	*24*	31·6	*27*
Sweden	85·4 [87]	*21*	97·6 [99]	*27*	79·9 [87]	*8*
Norway	41·3	*39*	47·6	*28*	37·9	*7*
Denmark, Faroes and Greenland	57·9	*22*	57·2	*17*	46·5	*– 5*
Switzerland and Leichtenstein	50·6	*18*	54·4	*12*	49·6	*9*
Portugal, Azores & Madeira	20·7	*8*	22·9	*11*	22·7	*21*
Austria	20·6	*39*	23·0	*31*	21·0	*10*
EEC	419·7 [418]	*19*	451·3 [431]	*18*	406·2 [434]	*8*
Western Germany	115·7 [119]	*27*	132·8 [126]	*27*	114·7 [121]	*13*
Netherlands	89·8 [89]	*38*	93·7 [91]	*32*	89·3 [92]	*16*
Belgium & Luxembourg	77·3 [73]	*5*	70·5 [73]	*8*	71·8 [71]	*– 5*
France	80·4 [79]	*6*	90·7 [82]	*6*	75·1 [85]	*2*
Italy	56·6 [56]	*19*	63·7 [61]	*16*	55·3 [60]	*9*
Other Western Europe: Spain, Canary Islands and Spanish Ports in North Africa	38·8	*19*	38·5	*14*	29·7	*– 9*
Other	31·6	*12*	35·5	*1*	32·3	*– 3*
SOVIET UNION AND EASTERN EUROPE	67·7 [69]	*24*	67·3 [66]	*28*	56·4 [60]	*– 3*
Soviet Union	27·8	*18*	26·9	*14*	20·9	*– 9*
Other	40·0	*27*	40·4	*40*	35·5	*1*
LATIN AMERICA	66·2 [69]	*21*	72·4 [71]	*23*	62·7 [63]	*8*
Venezuela	7·7	*3*	7·9	*8*	8·7	*13*
Argentine Republic	11·6	*21*	11·5	*13*	9·4	*5*
Other	46·9	*24*	52·9	*29*	44·6	*8*
OTHER NON-STERLING	189·8 [188]	*6*	186·0 [185]	*7*	150·7 [157]	*–15*
Middle East	79·9	*– 6*	73·8	*– 8*	59·4	*–26*
Israel	26·1	*– 7*	24·1	*– 1*	20·4	*–22*
Africa	22·4	*16*	21·3	*26*	16·7	*6*
Asia	77·8	*16*	78·2	*15*	62·1	*–12*
Burma	1·8	*–11*	1·6	*7*	1·4	*–19*
Japan	34·1 [35]	*17*	41·0 [40]	*31*	33·7 [34]	*– 2*
Extra-European Possessions of European Countries	9·8	*12*	12·8	*45*	12·4	*16*
TOTAL NON-STERLING AREA	1,412·7 [1,433]	*17*	1,491·6 [1,433]	*11*	1,325·5 [1,393]	*—*

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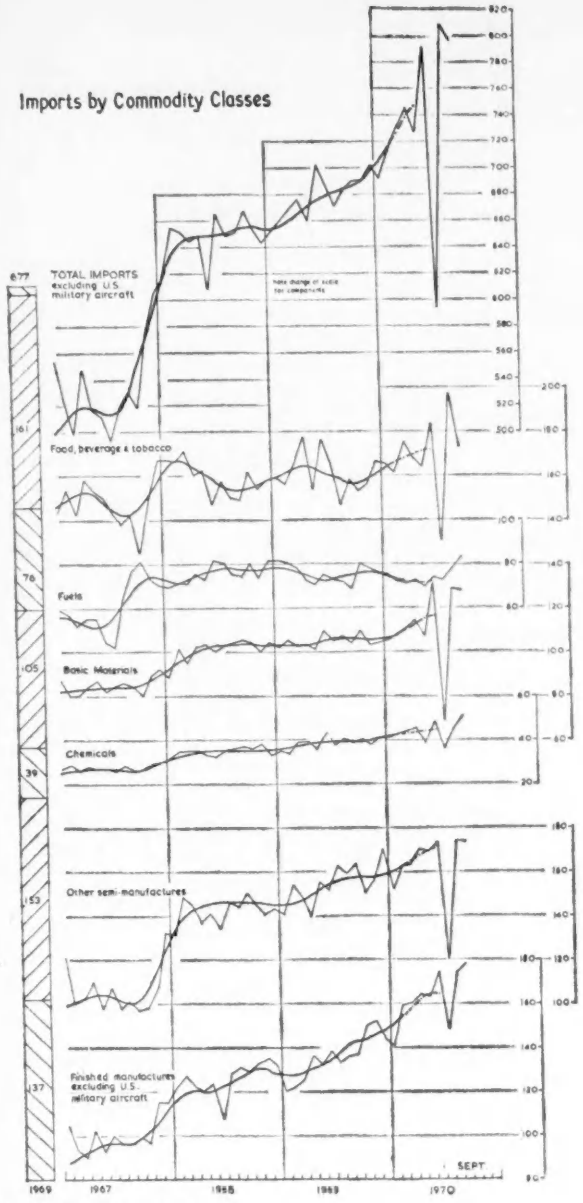

UK TRADE, *continued*

Table 3

United Kingdom exports: Machinery and transport equipment

quarterly totals

seasonally adjusted figures are in brackets

percentage increase on a year earlier in italics

£ million f.o.b

	1st quarter 1970		2nd quarter 1970		3rd quarter 1970	
MACHINERY OTHER THAN ELECTRIC	393·3 [397]	*18*	422·8 [397]	*14*	369·2 [393]	*3*
Aircraft engines	25·4	*–26*	30·8	*–14*	25·3	*–24*
Internal combustion engines other than aircraft	35·5	*10*	41·0	*18*	37·7	*15*
Other power generating equipment	15·4	*63*	14·5	*18*	12·3	*15*
Tractors	30·0	—	30·8	*13*	28·0	*– 9*
Other agricultural machinery	10·3	*15*	13·1	*10*	9·1	—
Office machines	33·9	*40*	35·0	*28*	35·3	*22*
Metal working machinery	26·4	*47*	30·0	*36*	22·3	*1*
Textile leather machinery	37·8	*14*	38·4	*9*	32·5	*– 2*
Machines for special industries	54·4	*28*	58·0	*19*	46·5	*– 4*
Heating and cooling equipment	11·8	*– 5*	11·7	*13*	11·9	*7*
Pumps, centrifuges, etc.	19·5	*21*	21·4	*21*	19·9	*21*
Mechanical handling equipment	20·9	*55*	20·7	*23*	18·8	*17*
Other	72·1	*21*	77·3	*10*	69·7	*9*
ELECTRICAL MACHINERY	138·2 [138]	*30*	148·7 [139]	*20*	127·7 [136]	*10*
Electric power machinery	16·9	*8*	19·5	*15*	16·1	*7*
Switchgear	13·1	*29*	13·7	*19*	11·8	*7*
Electric distribution equipment	12·7	*69*	11·6	*13*	11·5	*10*
Televisions, radios,	2·5	*7*	2·9	*23*	2·2	*–11*
Other telecommunications equipment	30·9	*30*	32·7	*13*	27·2	*13*
Domestic electric equipment	10·6	*6*	11·5	*4*	10·4	*– 3*
Other electrical machinery	51·5	*39*	56·7	*32*	48·5	*15*
TRANSPORT EQUIPMENT	274·8	*11*	286·9	*– 5*	234·8	*–15*
Road motor vehicles	213·6 [209]	*14*	216·8 [201]	*– 1*	187·9 [193]	*– 7*
Cars and chassis	84·6	*6*	90·9	*– 9*	73·4	*–21*
Commercial vehicles and chassis	50·3	*24*	47·3	*5*	47·3	*15*
Aircraft and parts	35·1	*–10*	33·1	*–34*	26·2	*–40*
Ships and boats	13·1	*10*	21·8	*2*	10·7	*–48*
MACHINERY AND TRANSPORT EQUIPMENT	806·2 [798]	*17*	858·3 [811]	*8*	731·7 [784]	*– 2*

Table C. Imports: commodity classes

Seasonally adjusted values

£ million c.i.f. per month

	Total	Total excluding US military aircraft, etc.	Food, beverages and tobacco	Fuels	Industrial materials				Finished manufactures		Miscellaneous
					Total	Basic materials	Chemicals	Other semi-manufactures	Total	Excluding US military aircraft, etc.	
1969	693	677	161	76	296	104	39	153	153	137	7
3rd quarter	695	680	157	72	304	106	39	160	153	138	7
4th quarter	700	693	158	78	303	105	40	158	156	149	7
1970 1st quarter	714	712	168	74	309	107	43	159	155	153	9
2nd quarter	758	755	171	73	332	118	44	171	170	167	10
July	595	595	131	73	225	69	36	121	150	149	10
August	809	809	198	78	348	129	45	174	175	174	8
September	795	795	173	83	352	128	51	174	178	178	8
2nd quarter	758	755	171	73	332	118	44	171	170	167	10
3rd quarter	734	733	168	79	307	108	44	156	168	167	9

(*Continued on page* 139)